RAILROAD FACTS

1983 EDITION

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CLASS I RAILROADS AND RAILROAD SYSTEMS IN THE UNITED STATES

(Year 1983)

Atchison, Topeka and Santa Fe Railway Company
Bessemer and Lake Erie Railroad
Boston and Maine Corporation
Burlington Northern Railroad Company
Chicago and North Western Transportation Company
Chicago, Milwaukee, St. Paul and Pacific Railroad
Consolidated Rail Corporation (CONRAIL)
CSX Corporation
- Chessie System
  - Baltimore and Ohio Railroad
  - Chesapeake and Ohio Railway
  - Western Maryland Railway[1]
- Seaboard System Railroad

Delaware and Hudson Railway
Denver and Rio Grande Western Railroad
Duluth, Missabe and Iron Range Railway
Elgin, Joliet and Eastern Railway
Florida East Coast Railway
Grand Trunk Corporation
- Detroit, Toledo and Ironton Railroad
- Grand Trunk Western Railroad

Illinois Central Gulf Railroad
Kansas City Southern Railway
Long Island Rail Road
Missouri-Kansas-Texas Railroad
National Railroad Passenger Corporation (AMTRAK)
Norfolk Southern Corporation
- Norfolk and Western Railway
- Southern Railway System

Pittsburgh and Lake Erie Railroad
Soo Line Railroad
Southern Pacific Transportation Company
- St. Louis Southwestern Railway
- Southern Pacific

Union Pacific Corporation
- Missouri Pacific Railroad
- Union Pacific Railroad
- Western Pacific Railroad

[1]Effective May 1, 1983, the Baltimore & Ohio Railroad began to operate the Western Maryland Railroad.

NOTE: In addition to the 32 individual Class I railroads, shown above, there are 26 Class II line-haul railroads, about 142 switching and terminal companies (all Class III), and some 270 Class III line-haul railroads.

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Preface

RAILROAD FACTS presents a summary of railroad operations through 1982 for the United States and three geographic regions. The Association of American Railroads has published RAILROAD FACTS in every year since 1965.

This year's edition excludes Railroad Taxes by States (page 17 in previous editions), which the railroads are no longer required to report. Users of RAILROAD FACTS should note that all tables beginning with page 17 have been renumbered.

Except as noted, statistics reported in this publication represent Class I line-haul railroads, excluding the National Railroad Passenger Corporation (Amtrak), and are based on the consist of Class I roads for each respective year (exception: The Rock Island Railroad was excluded beginning in 1979). Prior to January 1, 1956, Class I railroads consisted of those with annual operating revenues equal to or over $1,000,000. Effective January 1,1956, the threshold for Class I railroads was increased to $3,000,000 or more. Further increases raised the base to $5,000,000 effective January 1, 1965, to $10,000,000 effective January 1, 1976, and to $50,000,000 effective January 1, 1978. Effective January 1, 1982, the Interstate Commerce Commission adopted a procedure to adjust the Class I threshold for inflation by restating current revenues in 1978 constant dollars. Thus, the current basis for Class I carriers is about $82 million.

Prior to 1978, these revisions in the Class I threshold had no significant impact on the year-to-year comparability of data. However, the more substantial changes in the Class I consist in 1978 eliminated 14 railroads which, in the preceding year, represented 1.3 percent of traffic, 1.4 percent of rail employment and 8.6 percent of net income of all Class I railroads.

Excluding Amtrak, there were 33 reporting Class I railroads in 1982. As a result of another reporting consolidation, the number of freight railroads has declined to 31 in 1983. Those 31 operating companies move about 98 percent of the freight, operate 94 percent of rail mileage and account for 92 percent of all railroad employees. A list of Class I railroads, and the systems to which they belong, is shown on the inside of the front cover.

Except where otherwise noted, data presented herein are taken from reports of individual Class I railroads to the Interstate Commerce Commission.

Review and Outlook

The close of 1982 saw the freight railroad industry suffering, along with the rest of the nation, one of the worst economic recessions in more than a decade. For the railroads, there was the additional problem of a nationwide strike by the Brotherhood of Locomotive Engineers (BLE) that spanned four days in September 1982.

Although the recession continued well into 1983, several reasons for optimism had emerged by mid-year—foremost among these being a slow but steady increase in traffic.

Even in the depths of the recession, however, there was some good news.

For example, there was a notable improvement in freight loss and damage claims. There were also measurable strides in the area of rail safety.

Deregulation continued to give rise to even more optimism, as the Interstate Commerce Commission moved still further along the path Congress mandated in passing the Staggers Rail Act in 1980. Further deregulation of various aspects of freight railroading brought business to the industry and helped keep the earnings picture from being darker than it was.

Traffic

While railroad traffic was far from good in 1982—revenue ton-miles were down 12.4 percent from 1981—things looked brighter by mid-1983, as ton-miles pulled within 3.7 percent of the totals at the end of the first half of 1982. Third quarter ton-miles were running nearly 10 percent ahead of 1982 at press time.

Even more encouraging was piggyback traffic, the fastest and most consistently growing traffic source for the railroad industry in recent years. At the end of 1982, the number of cars loaded in piggyback service was 9.6 percent above the year before, but by the middle of 1983 TOFC traffic was a whopping 19.7 percent higher than 1982 and maintaining a strong pace.

Deregulation of piggyback played no small part in this surge. In March 1981 the Interstate Commerce Commission exempted from government regulation all rail and truck service provided by railroads in connection with domestic and international piggyback movements. Sharp increases in piggyback traffic followed almost immediately.

Coal remained the railroads' number one commodity, accounting for 41 percent of the industry's total tonnage orginated, up from 36 percent the year before. Coal also accounted for 24 percent of the industry's total freight revenues in 1982.

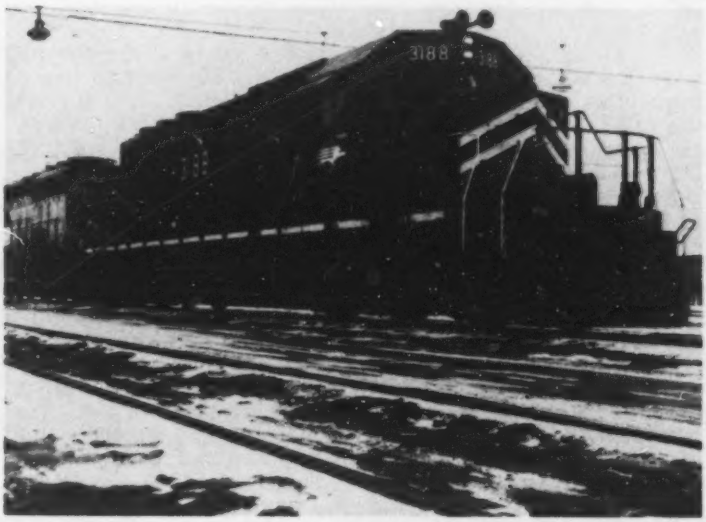
On the negative side of the traffic statistics, 20 of the 21 major commodity groups declined from 1981, with metallic ores (off 48.7 percent) and metals and products (down 41.7 percent) showing the sharpest declines. Detailed traffic statistics are presented on pages 24-29.

Finance

The pattern seen throughout the nation in 1982 was mirrored in the financial trend in the railroad industry. Ordinary income was down 44 percent, net railway operating income was down 45 percent and net revenue from operations—operating revenues less operating expenses—plunged 56 percent.

Operating revenues in 1982 fell 11 percent from the record level of 1981, while operating expenses dropped about 7 percent.

The industry's woefully inadequate rate of return on net investment dropped from 4.0 percent in 1981 to 2.1 percent in 1982. On the basis of the composite cost of capital determined for 1982 by the Interstate Commerce Commission, the railroads should earn a return of 17.7 percent to achieve financial adequacy. The rate of return on shareholders' equity was 5.4 percent in 1982, down from 10.1 percent a year earlier, and significantly lower than the average for most other major industries. Financial statistics are shown on pages 10-23.



Rail capital expenditures in 1982 fell 30.8 percent below the 1981 level, a decline attributable largely to a drop of more than 50 percent in equipment outays, a result of heavy

recession-related equipment surpluses. But outlays for roadway and structures were down only 5.4 percent from 1981's record level, an indication of confidence in future returns.

The decline in equipment outlays continued in 1983 as falling traffic brought surpluses of most types of freight cars. The number of freight cars placed in service fell from 45,925 in 1981 to 18,736 in 1982, while orders dropped from 19,916 in 1981 to 7,671 in 1982. By mid-1983, the figures were even lower: 2,669 orders placed through June, compared with 4,665 a year earlier, and 2,304 cars placed in service, down from 12,370 through June 1981.

New rail laid in 1981, the latest year for which figures are available, totaled 776,557 tons, bringing the total for the last five years (1977-1981) to 4.5 million tons. In addition, 26.2 million cross ties were installed in 1981, up from the previous year and boosting the five-year total to more than 133 million ties.

Employment

Total employment in the railroad industry was pared in 1982 for the fourth consecutive year, dropping 13.1 percent from 1981 levels.

Over the past decade, railroad employment has been reduced 28 percent, while earnings per employee have risen 138 percent.

Of the total wage dollar in 1982, 35 cents went to maintenance workers and 33 cents to train and engine service employees.

Payroll tax accruals for the railroads and their employees in 1982 were down only 1.7 percent from the previous year, despite the sharp drop in employment. The maximum taxable base for Railroad Retirement and Medicare deductions increased again, as the following summary shows:

RAILROAD RETIREMENT TAX RATES

(Including Health Insurance)

Effective Date	Tier 1 Employee and Employer	Tier 2 Employee	Tier 2 Employer	Earnings Base Tier 1	Earnings Base Tier 2
1-1-81	6.55%	—	9.50%	$2,475	$1,850
10-1-81	6.65	2.0%	11.75	2,475	1,850
1-1-82	6.70	2.0	11.75	2,700	2,025
1-1-83	6.70	2.0	11.75	2,975	2,225

Also in 1982, the railroads paid a supplemental annuity tax of 17.0 cents per service hour (increased to 18.5 cents in 1983) and an unemployment insurance tax of 8.0 percent on a maximum of $400 per month per employee.

In August of 1983, President Reagan signed a bill he said "will prevent the drastic rail pension reductions that would otherwise have been necessary to save the (Railroad Retirement) system from insolvency."

The measure authorizes $2.0 billion in federal payments to help cover special costs for retirees who were eligible for both railroad and Social Security retirement benefits. It also taxes some benefits, reduces others and increases payroll taxes on employers and employees over the same period. The employers will bear the largest share of increased taxes—contributing almost $1,600 per year for each of their employees.

On the labor front, a four-day strike by the Brotherhood of Locomotive Engineers in September 1982 was halted when President Reagan signed a hastily passed emergency resolution of the Congress.

The Congressional resolution imposed on both the union and management the recommendations of a Presidential Emergency Board appointed earlier in the case.

The Emergency Board in the BLE dispute, and another Board in a dispute involving the United Transportation Union (UTU), had recommended that the two unions accept a "pattern" wage settlement that had already been acceped by 11 other rail unions.

In the UTU case, the Board concluded that "cabooses may be eliminated . . . without undermining safety and operational considerations," subject to certain limitations and conditions. The caboose matter pertains only to the UTU.

The "pattern" settlement calls for a 2 percent pay hike retroactive to April 1, 1981, and 3 percent increases effective October 1, 1981; July 1, 1982; and July 1, 1983. In addition, cost-of-living adjustments are to be made each July 1 and January 1 through January 1, 1984.

The agreement reached between railroad management and labor runs through June 30, 1984, and is renegotiable at that point.

Legislative

Coal slurry pipelines, truck sizes and weights, and highway user charges were the top items of concern for the railroads during 1982—and in mid-1983, the coal slurry issue still stood as a primary issue for the industry.

Late in the 97th Congress, the Surface Transportation Assistance Act of 1982 was passed, which more than doubled the total federal user charges paid by operators of heavy trucks.

Such action serves to shrink the competitive advantage, amounting to a sizeable subsidy, such trucks have previously enjoyed. At the same time, though, the legislation allowed the use of increased truck sizes and weights on the federal highway system.

In addition, the new law continued the railroad-highway grade crossing program by authorizing and earmarking $190 million for this effort over the next four years.

Even though facing stiff opposition on both sides of Capitol Hill, the railroads once again staved off efforts by coal slurry pipeline promoters to gain federal eminent domain powers.

At press time, such efforts on the part of the railroads were continuing.

Operations

As shown by the following table, the railroads continued to move steadily forward in the area of productivity in 1982:

Revenue Ton-Miles Per:	1982	1981	Percent Gain
1. Carload	43,005	42,113	2.1%
2. Freight Car-Mile	33.4	32.5	2.8
3. Employee-Hour Paid For	927	906	2.3
4. Gallon of Fuel Consumed	257	245	4.9

In another area, the loss and damage bill for freight railroads in the United States, Canada and Mexico was down 9.3 percent from 1981, while new claims fell nearly 27 percent.

Further, the ratio for U.S. railroads of loss and damage to each $100 of freight revenue was 77 cents in 1982, up only slightly from the 75 cents reported in 1981. It was only the second time since 1944 that the figure has been below $1.00 —the other occasion being in 1981.

The 1982 figures followed the pattern of those reported in 1981, reversing past experience that had the claims ratio traditionally increasing during a recessionary period.

The fact that the claims ratio was virtually the same in 1982 as it was in 1981 "is encouraging to us," an AAR spokesman said, "because it gives credence to the point that our loss and damage prevention programs are working, and working

well. We expect to see this pattern not only continue in the future, but improve."

On the merger front, The Family Lines Rail System became the Seaboard System Railroad Inc., on January 1, 1983, while later in the year the consolidation of the Union Pacific, the Missouri Pacific and the Western Pacific railroads took place.

Also, in June 1983, Guilford Transportation Industries (GTI) received permission from the Interstate Commerce Commission to acquire the Boston and Maine and the Delaware and Hudson railroads. Earlier, GTI had purchased the Maine Central Railroad. Common ownership of the three adjacent railroads forms a 4,000-mile system stretching from New England to Buffalo, N.Y., with legs running north to Montreal and south to the New York port area, Philadelphia, and Washington, D.C.

Outlook

The traffic picture at mid-1983 was advancing steadily on the 1982 level. For example, at the end of the first quarter, ton-miles were down from 1982 by 5.4 percent, but that figure decreased until, at the 32-week mark, it was down to only 1.5 percent behind 1982. In July alone, for example, carloadings were up 5.3 percent and ton-miles were a burgeoning 8.9 percent higher. At that point, traffic over the most recent seven-week period was up 7.4 percent in terms of ton-miles, and 4.1 percent on carloadings.

The earnings picture for the last half of 1983 was expected to improve as the national recession showed signs of lessening, although the railroad industry continued to lag behind the overall economic recovery.

Data presented in this publication were compiled by the Economics and Finance Department of the AAR

STATISTICAL HIGHLIGHTS

Class I Line-Haul Railroads

	1982	1981	Percent Increase
PLANT AND EQUIPMENT:			
Net investment	$35,260,692,000	$34,997,185,000	0.8
Locomotives*	27,073	27,808	d2.6
Freight Cars**	1,587,537	1,672,565	d5.1
Capital expenditures	$1,975,147,000	$2,854,569,000	d30.8
Locomotives added*	501	686	d27.0
Freight cars added**	18,736	45,925	d59.2
TRAFFIC:			
Revenue carloadings	18,550,199	21,612,363	d14.2
Revenue ton-miles	797,759,000,000	910,169,000,000	d12.4
Revenue per ton-mile	3.212¢	3.178¢	1.1
Miles hauled per ton	504	500	0.7
FINANCIAL RESULTS:			
Operating revenues	$27,503,503,000	$30,898,610,000	d11.0
Operating expenses	26,490,278,000	28,586,890,000	d7.3
Taxes:			
Current	2,108,736,000	2,393,506,000	d11.9
Net railway operating income	742,231,000	1,360,611,000	d45.4
Rate of return	2.11%	3.98%	—
Net income (ordinary)	$1,151,548,000	$2,041,265,000	d43.6
Cash dividends	1,078,477,000	662,400,000	62.8
Net working capital	1,371,700,000	1,691,600,000	d18.9
EMPLOYMENT AND WAGES:			
Average number of employees*	397,007	456,855	d13.1
Total wage compensation	$11,021,403,000	$11,650,802,000	d5.4
Average hourly wages	12.26	11.14	10.1
Average yearly wages	29,087	26,698	8.9
OPERATIONS:			
Cars per freight train	69.1	68.6	0.7
Tons per carload	68.3	68.1	0.3
Net ton-miles per train-hour	42,640	43,109	d1.1
Revenue ton-miles per car loaded	43,005	42,113	2.1
Tons per freight train load	2,345	2,265	3.5

d—Decrease

* Includes Amtrak.

** All railroads and private car companies.

CONDENSED INCOME ACCOUNT

Class I Line-Haul Railroads
(Dollar amounts in millions)

	1972	1981	1982
Total Operating Revenues	$13,410	$30,899	$27,504
Freight	12,670	28,925	25,627
Passenger	257	534	578
All Other Revenues	483	1,439	1,299
Total Operating Expenses	12,528	28,587	26,490
Net Operating Revenue	881	2,312	1,013
Other Income	393	2,113	1,667
Miscellaneous Deductions	101	278	215
Interest Charges and Amortization of Discount	568	1,142	1,085
Income Taxes on Ordinary Income [1]	113	45	(58)
Provision for Deferred Taxes	174	937	399
Unusual or Infrequent Items	—	(18)	(114)
Income Before Extraordinary Items	319	2,041	1,152
Net Railway Operating Income [2]	654	1,361	742
Rate of Return	2.34%	3.98%	2.11%

[1] State Income Taxes (not available separately) are included in Operating Expenses in 1972 and in Income Taxes on Ordinary Income in 1981-82.

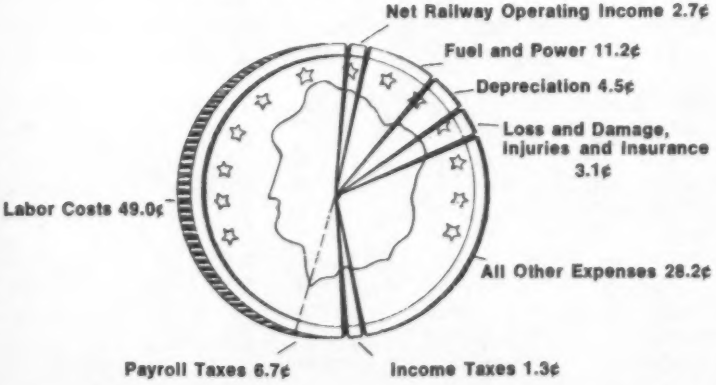
[2] NROI = Net Operating Revenues, minus Income Taxes on Ordinary Income, minus Provision for Deferred Taxes, minus Income from Lease of Road and Equipment, plus Rent for Leased Road and Equipment.

DISTRIBUTION OF OPERATING REVENUES

(Dollar amounts in millions)

	1982	1981	Increase or (Decrease)
Total operating revenues	$27,504	$30,899	($3,395)
Wages charged to expenses[1]	10,470	11,068	(598)
Health and welfare and pensions	1,155	1,050	105
Payroll taxes	1,855	1,889	(34)
Total labor costs[1]	13,480	14,007	(527)
Income taxes on ordinary income[2]	(58)	45	(103)
Provision for deferred taxes	399	937	(538)
Fuel and power-locomotives	3,091	3,772	(681)
Loss and damage, injuries and insurance	851	918	(67)
Depreciation	1,244	1,219	25
All other expenses[3]	7,755	8,640	(885)
Total expenses and taxes	26,762	29,538	(2,776)
Net railway operating income	742	1,361	(619)

THE REVENUE DOLLAR—1982



[1] Does not include wages charged to investment accounts. Total wages, health and welfare benefits, pensions and payroll taxes applicable to 1982 amounted to 51.0 cents of each revenue dollar.

[2] Includes state income taxes.

[3] Includes other materials and supplies and miscellaneous, equipment and joint facility rents, current taxes (other than payroll taxes and income taxes) and retirement charges and rent for/income from leased roads and equipment.

OPERATING REVENUES

Railroad operating revenues amounted to $27.5 billion in 1982, 11.0 percent below 1981's record level.

(Amounts shown in thousands)

	United States	Eastern District	Southern District	Western District
1929	$ 6,279,521	$3,119,554	$ 767,325	$2,392,642
1939	3,995,004	1,968,177	512,031	1,514,796
1944	9,436,790	4,083,142	1,332,947	4,020,701
1947	8,684,918	3,956,029	1,181,901	3,546,988
1951	10,390,611	4,628,367	1,455,358	4,306,885
1955	10,106,330	4,398,352	1,417,645	4,290,333
1968	10,854,678	4,242,730	1,716,265	4,895,684
1969	11,450,325	4,366,467	1,880,771	5,203,087
1970	11,991,658	4,541,396	2,002,676	5,447,585
1971	12,689,017	4,650,272	2,157,256	5,881,488
1972	13,409,815	4,783,210	2,301,406	6,325,199
1973	14,770,082	5,185,766	2,513,125	7,071,191
1974	16,922,841	5,982,178	2,880,417	8,060,246
1975	16,401,860	5,805,094	2,730,737	7,866,029
1976	18,536,482	6,407,629	3,149,469	8,979,384
1977	20,090,482	6,656,068	3,516,337	9,918,077
1978	21,721,332	6,852,314	3,768,548	11,100,470
1979	25,219,115	8,170,282	4,355,723	12,693,110
1980	28,102,946	8,505,792	4,928,309	14,668,845
1981	30,898,610	9,262,401	5,616,867	16,019,342
1982	27,503,503	8,370,656	4,987,089	14,145,758

FREIGHT REVENUE

Freight revenue of the Class I railroads totaled $25.6 billion in 1982, 11.4 percent below 1981.

(Amounts shown in thousands)

	United States	Eastern District	Southern District	Western District
1929	$ 4,825,622	$2,348,321	$ 600,109	$1,877,192
1939	3,251,096	1,574,359	425,824	1,250,913
1944	6,998,615	3,034,705	957,161	3,006,748
1947	7,041,185	3,149,664	965,138	2,926,383
1951	8,634,101	3,758,896	1,224,544	3,650,661
1955	8,538,286	3,616,086	1,212,785	3,709,415
1968	9,749,788	3,646,182	1,583,929	4,519,678
1969	10,346,258	3,772,552	1,747,951	4,825,754
1970	10,921,813	3,953,977	1,880,425	5,087,411
1971	11,786,064	4,130,826	2,064,289	5,590,949
1972	12,570,326	4,290,009	2,221,505	6,058,812
1973	13,770,734	4,609,193	2,408,721	6,752,820
1974	15,766,710	5,306,205	2,758,811	7,701,694
1975	15,389,809	5,169,425	2,635,094	7,585,290
1976	17,400,241	5,690,566	3,040,297	8,669,378
1977	18,892,437	5,916,302	3,394,700	9,581,435
1978	20,236,065	5,911,157	3,620,379	10,704,529
1979	23,447,418	7,016,717	4,182,294	12,248,407
1980	26,200,348	7,296,787	4,740,166	14,163,395
1981	28,925,436	7,984,939	5,429,631	15,510,866
1982	**25,627,354**	**7,133,893**	**4,810,066**	**13,683,395**

OPERATING EXPENSES

Operating expenses totaled $26.5 billion in 1982, down 7.3 percent from the previous year. Expenses were down in all of the districts.

Data for all years have been revised to include rents and taxes other than income taxes as required under the revised Uniform System of Accounts, effective January 1, 1978.

(Amounts shown in thousands)

	United States	Eastern District	Southern District	Western District
1929	$ 5,109,118	$2,537,893	$ 640,622	$ 1,930,604
1939	3,511,310	1,699,409	447,383	1,364,519
1944	7,179,655	3,328,005	946,934	2,904,715
1947	7,725,423	3,636,516	1,053,793	3,035,115
1951	8,991,365	4,108,769	1,209,358	3,673,238
1955	8,621,255	3,834,247	1,154,786	3,632,224
1968	10,170,123	4,139,275	1,548,246	4,482,603
1969	10,747,308	4,298,199	1,663,960	4,785,148
1970	11,477,549	4,669,632	1,776,898	5,031,017
1971	11,947,362	4,718,152	1,908,543	5,320,665
1973	13,844,765	5,137,677	2,230,377	6,476,711
1972	12,528,414	4,765,888	2,024,531	5,737,997
1974	15,782,658	5,833,096	2,562,599	7,386,963
1975	15,935,542	6,019,374	2,498,477	7,417,691
1976	17,881,047	6,652,311	2,853,413	8,375,323
1977	19,533,970	7,081,174	3,196,326	9,256,469
1978	21,043,143	7,309,380	3,435,532	10,298,231
1979	23,994,154	8,148,059	3,988,734	11,857,361
1980	26,249,920	8,282,030	4,478,788	13,489,102
1981	28,586,890	8,686,416	5,054,335	14,846,139
1982	**26,490,278**	**8,192,390**	**4,769,870**	**13,528,018**

PRINCIPAL CATEGORIES OF EXPENSES

Expenditures to maintain way, structures and equipment and transportation expenses accounted for 91 percent of total operating outlays in 1982.

Data for the past five years are not comparable to figures shown for the prior years due to extensive changes in expense accounts under the revised Uniform System of Accounts which became effective January 1, 1978.

(Amounts shown in thousands)

	Maintenance of Way and Structures	Maintenance of Equipment	Transportation
1929	$ 855,355	$1,202,912	$2,079,954
1939	466,831	765,935	1,417,794
1944	1,263,292	1,587,485	2,973,910
1947	1,212,096	1,558,011	3,476,433
1951	1,478,766	1,945,022	3,974,458
1955	1,387,494	1,787,739	3,769,856
1968	1,405,133	1,914,265	4,354,705
1969	1,502,958	2,002,316	4,595,574
1970	1,612,585	2,165,254	4,873,299
1971	1,813,141	2,350,875	4,889,793
1972	1,920,395	2,397,596	5,207,652
1973	2,035,613	2,531,380	5,897,609
1974	2,351,973	2,809,237	6,766,355
1975	2,408,980	2,856,203	6,735,741
1976	3,047,236	3,213,892	7,337,593
1977	**3,460,153**	**3,613,494**	**7,883,291**
1978	4,055,105	5,421,182	9,617,066
1979	4,581,742	6,018,672	11,342,272
1980	4,923,403	6,387,976	12,646,893
1981	5,535,815	6,866,503	13,030,547
1982	**5,208,584**	**6,413,196**	**12,366,145**

TAXES

Tax accruals for 1982 totaled $2.5 billion, down 24.7 percent from the previous year.

Tax rates and earnings bases for 1982 and 1983 applicable to railroad retirement deductions, employer supplemental annuity contributions and railroad unemployment programs are presented in the "Review" section of this edition.

(Amounts shown in thousands)

	Total Taxes	Payroll Taxes	Federal Income Taxes	Deferred Taxes	Other Taxes (Current)
1929 ..	$ 396,683	—	$ 89,444	—	$307,239
1939 ..	355,678	$ 105,549	32,836	—	217,293
1944 ..	1,846,043	238,950	1,304,377	—	302,716
1947 ..	936,394	353,430	297,647	—	285,317
1951 ..	1,203,277	286,129	567,060	—	350,086
1955 ..	1,080,413	283,843	414,299	—	382,271
1968 ..	946,334	512,696	66,078	—	367,559
1969 ..	1,029,067	532,930	106,191	—	389,945
1970 ..	1,068,518	575,911	88,350	—	404,257
1971 ..	1,190,046	578,118	107,681	$100,368	403,879
1972 ..	1,316,766	622,283	113,325	173,858	407,300
1973 ..	1,547,109	804,857	130,326	199,433	412,493
1974 ..	1,990,473	1,118,223	217,123	210,683	444,444
1975 ..	1,706,411	1,088,501	58,122	114,525	445,262
1976 ..	1,927,405	1,262,535	162,956	70,298	431,616
1977 ..	2,063,572	1,399,084	60,161	175,814	428,513
1978 ..	2,142,572	1,457,699	148,789*	93,048	443,036
1979 ..	2,411,829	1,625,360	144,481*	211,336	430,652
1980 ..	2,577,625	1,648,870	223,544*	279,134	426,077
1981 ..	3,330,084	1,888,792	(4,505)	936,578	509,219
1982 ..	**2,507,924**	**1,855,947**	**(49,567)**	**399,188**	**302,356**

NET RAILWAY OPERATING INCOME

"NROI" totaled $742 million in 1982, 45.4 percent below the previous year.

Net railway operating income is the remainder of operating revenues after deducting operating expenses, current and deferred taxes, and rents for equipment and joint facilities, but before recording nonoperating income and deducting fixed charges. "NROI" is the figure used to determine rate of return on investment.

(Amounts shown in thousands)

	United States	Eastern District	Southern District	Western District
1929	$1,251,698	$634,642	$132,635	$484,422
1939	588,829	331,121	79,593	178,116
1944	1,106,327	455,399	163,169	487,759
1947	780,694	304,426	102,699	373,570
1951	942,542	382,280	157,137	403,125
1955	1,127,997	481,454	197,103	449,440
1968	677,623	139,690	164,445	373,489
1969	654,670	118,700	185,102	350,868
1970	485,853	(101,603)	207,750	379,707
1971	595,171	(56,245)	209,138	442,278
1972	653,827	11,677	223,937	418,214
1973	649,828	7,491	227,746	414,591
1974	768,106	47,133	245,454	475,519
1975	350,682	(225,253)	216,505	359,429
1976	451,832	(305,953)	257,532	500,253
1977	343,093	(495,917)	301,709	537,301
1978	427,451	(503,077)	302,184	628,344
1979	837,232	(169,741)	329,294	677,679
1980	1,312,400	6,749	391,142	914,509
1981	1,360,611	250,983	371,983	737,645
1982	**742,231**	**32,461**	**230,083**	**479,687**

(Parentheses indicate deficit.)

RATE OF RETURN ON NET INVESTMENT

The rate of return on net investment (ROI) was 2.11 percent in 1982, down from 3.98 percent in 1981.

ROI represents the relationship of net railway operating income (see page 18) to net investment in transportation property. Because of the lack of comparable data for prior years, the rates of return listed below do not include either the elimination of the effects of investment tax credits on earnings or the reduction of the investment base because of accumulated deferred income tax liabilities—two changes adopted by the ICC in 1978. With these inclusions, the rate of return in recent years would be even lower.

However, the net investment bases used in the calculations in the last four years have been adjusted in conformity with the other methods prescribed by the ICC. (See page 54).

	United States	Eastern District	Southern District	Western District
1929	5.30%	6.03%	4.27%	4.85%
1939	2.56	3.14	2.77	1.85
1944	4.70	4.37	5.45	4.82
1947	3.44	3.02	3.52	3.84
1951	3.76	3.47	4.74	3.76
1955	4.22	4.19	5.45	3.86
1968	2.44	1.27	3.79	3.01
1969	2.36	1.10	4.17	2.81
1970	1.73	def.	4.50	3.02
1971*	2.12	def.	4.36	3.51
1972*	2.34	0.11	4.61	3.34
1973*	2.33	0.07	4.61	3.30
1974*	2.70	0.46	4.73	3.66
1975*	1.20	def.	3.98	2.65
1976*	1.60	def.	4.63	3.57
1977*	1.24	def.	5.23	3.71
1978*	1.52	def.	5.17	4.22
1979*	2.87	def.	5.38	4.38
1980*	4.13	0.08	6.02	5.46
1981*	3.98	2.65	5.24	4.18
1982*	2.11	0.34	3.14	2.65

def.—Deficit.

* Reflects inclusion of deferred taxes.

RETAINED FUNDS AND CAPITAL EXPENDITURES

In 1982, retained funds exceeded capital expenditures for the nineteenth time in the past 20 years.

The reversal of an 18-year trend in 1981 was due to increases in ordinary income and deferred taxes and a decline in capital outlays resulting from equipment surpluses.

Year	(Millions of dollars) Retained Funds	Capital Expenditures	Excess of Retained Funds Over Capital Expenditures
1951	$ 849.9	$1,414.0	d 564.1
1952	1,004.0	1,340.9	d 336.5
1953	1,055.4	1,259.8	d 204.4
1954	854.6	820.2	34.4
1955	1,034.3	909.5	124.8
1956	1,014.4	1,227.9	d 213.5
1957	907.3	1,394.7	d 487.4
1958	847.3	738.0	109.3
1959	800.4	818.0	d 17.6
1960	693.9	919.2	d 225.2
1961	677.2	646.4	30.7
1962	863.4	832.9	30.5
1963	949.7	1,043.8	d 94.1
1964	926.8	1,417.3	d 490.5
1965	1,057.9	1,630.7	d 572.8
1966	1,149.2	1,952.8	d 803.6
1967	816.7	1,522.5	d 705.8
1968	828.7	1,187.0	d 358.3
1969	815.6	1,509.4	d 693.8
1970	618.0	1,351.4	d 733.4
1971	784.1	1,177.6	d 393.5
1972	923.1	1,215.6	d 292.5
1973	964.1	1,342.1	d 378.0
1974	1,090.8	1,565.4	d 474.6
1975	621.7	1,789.7	d 1,168.0
1976	682.6	1,724.7	d 1,042.1
1977	762.8	2,290.4	d 1,527.6
1978	727.1	2,738.2	d 2,011.1
1979	1,390.6	3,324.2	d 1,933.6
1980	1,839.3	3,621.3	d 1,782.0
1981	3,168.7	2,854.6	314.1
**1982	**1,724.5**	**1,975.1**	**d 250.6**

d—Deficiency.

Note: Retained funds represent income before extraordinary charges, plus deferred taxes and depreciation and retirement charges, less cash dividends and equity in undistributed earnings of affiliated companies.

NET INCOME (ORDINARY)

Ordinary income (after income from outside sources and payment of fixed rentals, interest and other charges) amounted to $1,152 million in 1982, when expressed in current dollars. This represents a 43.6 percent drop from 1981.

(Amounts shown in thousands)

	United States	Eastern District	Southern District	Western District
1929	$896,807	$486,978	$ 73,059	$336,769
1939	93,182	110,405	11,668	(28,892)
1944	667,188	266,208	97,251	303,729
1947	478,875	161,178	55,192	262,505
1951	693,176	234,970	110,703	347,503
1955	927,122	349,288	153,805	424,029
1968	569,402	67,393	117,123	384,886
1969	514,238	21,329	139,366	353,543
1970	226,583	(276,291)	159,508	343,366
1971*	246,729	(273,613)	151,684	368,658
1972*	318,637	(191,953)	173,398	337,192
1973*	359,343	(179,197)	183,162	355,378
1974*	730,229	(52,178)	294,758	487,649
1975*	144,362	(345,291)	189,278	300,375
1976*	354,982	(357,473)	258.921	453,534
1977*	325,582	(445,535)	286,348	484,769
1978*	306,786	(454,016)	225,599	535,203
1979*	938,254	(96,157)	382,599	651,812
1980*	1,191,519	8,170	454,627	728,722
1981*	2,041,265	458,433	519,812	1,063,020
**1982	1,151,548**	**278,760**	**390,630**	**482,158**

(Parentheses indicate deficit.)

*** Includes provision for deferred taxes beginning in 1971 and equity in undistributed earnings of affiliated companies beginning in 1974.**

RATE OF RETURN ON SHAREHOLDERS' EQUITY

The rate of return on shareholders' equity (ROE) was 5.4 percent for Class I railroads in 1982, down from 10.1 percent a year earlier, and below the average for most major industries.

ROE represents the relationship of ordinary income (after income from outside sources and payment of fixed charges) to shareholders' equity (the sum of capital stock, capital surplus and retained income).

(Dollar amounts in thousands)

Year	Ordinary Income	Shareholders' Equity	Rate of Return on Equity
1961	$382,444	$17,283,908	2.21%
1962	571,017	17,559,195	3.25
1963	651,637	17,840,552	3.65
1964	698,184	17,622,350	3.96
1965	814,629	17,746,696	4.59
1967	553,789	17,973,434	3.08
1968	569,402	17,983,820	3.17
1969	514,238	17,768,768	2.89
1970	226,583	17,323,342	1.31
1971	246,729	16,567,592	1.49
1972	318,637	16,110,270	1.98
1973	359,343	16,338,464	2.20
1974	730,229	14,944,893	4.89
1975	144,362	14,942,042	0.97
1976	354,982	15,229,971	2.33
1977	325,582	15,727,013	2.07
1978	306,786	16,174,516	1.90
1979	938,254	17,796,132	5.27
1980	1,191,519	19,859,952	6.00
1981	2,041,265	20,320,268	10.05
**1982	**1,151,548**	**21,348,845**	**5.40**

NET WORKING CAPITAL

Net working capital, as shown below, is calculated by deducting current liabilities, including debt due within one year, from current assets, which include the material and supplies account.

The improvement in net working capital in recent years is due, in part, to a build-up in material and supplies resulting from expanded maintenance programs,

(Amounts shown in millions)

Dec. 31	United States	Eastern District	Southern District	Western District
1958	$995.3	$236.6	$166.1	$592.6
1959	882.9	198.4	171.9	512.8
1960	677.9	153.3	145.1	379.4
1961	611.8	64.3	119.1	428.4
1962	694.5	39.1	107.9	527.5
1968	13.5	(193.9)	28.9	178.5
1969	(184.8)	(313.9)	64.3	64.7
1970	(58.6)	(77.9)	22.3	114.2
1971	(61.8)	(123.8)	11.6	50.3
1972	(60.7)	(159.7)	12.9	86.1
1973	157.9	(29.5)	84.6	102.9
1974	219.5	105.3	39.1	75.0
1975	67.9	13.4	17.7	36.8
1976	342.6	138.7	111.8	92.2
1977	570.9	200.8	105.4	264.8
1978	602.7	211.4	146.9	244.4
1979	555.0	385.2	182.7	(12.9)
1980	897.4	552.8	257.8	86.8
1981	1,691,6	807.4	437.7	446.4
1982	**1,371.7**	**636.9**	**363.5**	**371.2**

(Parentheses indicate deficit)

EQUIPMENT OBLIGATIONS

Equipment debt, which had increased in every year since 1962, declined in 1981 and 1982 because the demand for additional equipment dropped sharply as a result of the sluggish economy. However, in the past ten years, the balance outstanding has increased by 25 percent and interest rates on new issues have doubled.

(Dollar amounts in millions)

Year	Issued During Year	Out-standing at End of Year	Average Interest Rate	
			Issued During Year	Out-stand-ing
1951	$ 707.3	$2,284.7	2.73%	2.39%
1955	279.8	2,532.2	3.08	2.82
1956	445.6	2,631.2	3.57	2.92
1957	631.0	2,912.3	4.33	3.28
1958	285.1	2,820.7	4.01	3.39
1959	299.8	2,756.7	4.61	3.55
1960	298.2	2,694.1	4.63	3.70
1961	225.9	2,556.6	4.44	3.80
1962	339.9	2,522.6	4.45	3.93
1963	456.0	2,575.2	4.29	4.03
1964	696.9	2,814.1	4.40	4.19
1965	803.5	3,181.6	4.52	4.30
1966	1,090.9	3,869.8	5.32	4.63
1967	757.0	4,153.7	5.83	4.87
1968	541.0	4,202.5	6.61	5.15
1969	633.1	4,315.9	7.90	5.64
1970	676.4	4,444.0	8.76	6.09
1971	675.0	4,544.5	7.31	6.30
1972	618.7	4,587.0	7.04	6.72
1973	557.1	4,595.6	7.66	6.97
1974	684.5	4,724.7	9.22	7.37
1975	1,035.5	5,178.7	8.86	7.60
1976	819.3	5,363.3	8.50	7.70
1977	956.6	5,674.3	8.05	7.75
1978	841.8	5,732.1	8.90	7.90
1979	850.6	6,115.7	9.85	8.15
1980	1,043.4	6,693.8	12.20	—
1981	704.8	6,142.7	14.80	—
1982	**251.5**	**5,740.8**	**14.20**	—

Note: Beginning with 1975, interest rates are partially estimated by the AAR.

REVENUE CARLOADINGS—MAJOR RAILROADS

Freight carloadings in 1982 declined 14.2 percent from the previous year. Although carloadings have historically trended downward due to the introduction of larger cars, the sharp decline in 1982 was attributable almost entirely to the impact of the recession.

Compared with 1981, carloadings in 1982 were down 15.5 percent in the East, 13.3 percent in the South and 13.8 percent in the West.

	United States	Eastern District	Southern District	Western District
1929	52,827,925	25,929,298	7,503,435	19,395,192
1939	33,911,498	16,204,899	5,024,615	12,681,984
1944	43,408,295	20,558,120	6,323,929	16,526,246
1947	44,502,188	20,988,665	6,908,347	16,605,176
1951	40,499,182	18,508,362	6,641,193	15,349,627
1955	37,636,031	16,508,729	6,325,146	14,802,156
1968	28,252,541	10,831,807	6,222,004	11,198,730
1969	28,237,407	10,674,997	6,177,982	11,384,428
1970	27,160,247	10,071,261	6,075,180	11,013,806
1971	25,265,569	9,037,170	5,977,508	10,250,891
1972	26,104,642	8,999,069	6,310,873	10,794,700
1973	27,338,474	9,322,603	6,397,021	11,618,850
1974	26,183,713	8,867,805	6,270,530	11,045,378
1975	23,217,158	7,677,983	5,593,481	9,945,694
1976	23,456,643	7,668,197	5,808,346	9,980,100
1977	23,173,417	7,458,248	5,932,118	9,783,051
1978	23,355,477	7,189,565	5,900,464	10,265,448
1979	23,891,735	7,397,141	6,033,216	10,461,378
1980	22,597,816	6,701,952	5,878,728	10,017,136
1981	21,612,363	6,434,613	5,626,909	9,550,841
1982	**18,550,199**	**5,438,901**	**4,880,862**	**8,230,436**

Source: Transportation Division, AAR.

REVENUE CARLOADINGS BY CLASSES—MAJOR RAILROADS

In 1982, revenue carloadings of 20 of the 21 major commodity groups declined from the previous year due to the negative impact of the recession. With most of the groups sustaining sharp reductions, the biggest losers were metallic ores, down 48.7 percent from 1981, and metals and products, off 41.7 percent. Other declines ranged from 1.8 percent for coal to 33.2 percent for waste and scrap materials. The only group that showed an increase—all other carloads—is a reflection of earlier deregulation of piggyback and perishables. Piggyback loadings, which are included below, are shown separately on the following page.

(Carloadings shown in thousands)

	1982	1981	Increase Cars	Increase Percent
Grain	1,267	1,352	(85)	(6.3)
Other farm products	217	222	(5)	(2.5)
Metallic ores	824	1,607	(783)	(48.7)
Coal	5,660	5,762	(102)	(1.8)
Crushed stone, gravel and sand	468	620	(152)	(24.5)
Nonmetallic minerals	503	675	(172)	(25.4)
Grain mill products	620	738	(118)	(16.0)
Food and kindred products	682	784	(102)	(13.1)
Primary forest products	757	939	(182)	(19.4)
Lumber and wood products except furniture	305	396	(91)	(22.8)
Pulp, paper and allied products	828	991	(163)	(16.5)
Chemicals and allied products	1,116	1,333	(217)	(16.3)
Petroleum products	243	269	(26)	(9.5)
Stone, clay and glass products	509	690	(181)	(26.2)
Coke	233	330	(97)	(29.6)
Metals and products	458	786	(328)	(41.7)
Motor vehicles and equipment	713	809	(96)	(11.9)
Waste and scrap materials	405	606	(201)	(33.2)
Forwarder and shipper association traffic	429	493	(64)	(12.9)
All other carloads	2,304	2,199	105	4.8
LCL traffic	11	12	(1)	(9.8)
Total Cars Loaded	**18,550**	**21,612**	**(3,063)**	**(14.2)**

(Parentheses indicate decreases.)
Source: Transportation Division, AAR.

PIGGYBACK LOADINGS

Revenue cars loaded in piggyback service reached a record 1,920,377 in 1982, up 9.6 percent from the previous year. The number of trailers and trailer-size containers loaded totaled 3,396,973, also a record and 7.8 percent over 1981.

TOFC/COFC remained second only to coal in rank of carloadings by traffic group, accounting for 10.4 percent of total carloadings in 1982.

	Revenue Cars				Trailers and Containers
Year	United States	Eastern District	Southern District	Western District	
1957	249,065	130,211	6,155	112,699	—
1958	278,071	139,070	8,903	130,098	—
1959	416,508	204,010	10,687	201,811	—
1960	554,115	263,817	21,128	269,170	—
1961	591,246	299,605	37,749	253,892	902,260
1962	706,441	369,840	64,783	271,818	1,139,220
1963	815,773	394,898	105,511	315,364	1,294,090
1964	920,827	446,311	129,417	345,099	1,455,523
1965	1,076,820	508,189	173,762	394,869	1,664,929
1966	1,224,337	564,348	207,163	452,826	1,912,419
1967	1,277,410	568,089	225,053	484,268	1,983,793
1968	1,509,843	659,471	276,373	573,999	2,419,217
1969	1,539,797	632,433	303,236	604,128	2,497,586
1970	1,449,519	565,518	311,225	572,776	2,363,200
1971	1,356,394	511,877	319,422	525,095	2,203,530
1972	1,448,075	599,177	354,184	494,714	2,407,034
1973	1,630,795	610,874	403,929	615,992	2,758,044
1974	1,609,876	594,208	405,404	610,264	2,752,825
1975	1,307,520	463,779	337,005	506,736	2,238,117
1976	1,505,945	456,670	422,272	627,003	2,538,318
1977	1,688,806	471,965	483,050	733,791	2,850,231
1978	1,840,588	469,436	524,014	847,138	3,177,291
1979	1,857,705	479,662	508,903	869,140	3,278,163
1980	1,687,121	456,404	445,460	785,257	3,059,402
1981	1,752,479	449,634	471,020	831,825	3,150,522
1982	**1,920,377**	**474,275**	**538,149**	**907,953**	**3,396,973**

Note: Mail and express traffic moving in piggyback service is included in above data beginning with 1963.

Source: Transportation Division, AAR.

ORIGINATED TONNAGE

The volume of revenue freight originated on lines of Class I railroads in 1982 amounted to 1,269 million tons, down 12.7 percent from 1981.

The difference between tonnage and ton-mile trends (page 29) is a reflection of significantly longer hauls due, in part, to movements of western coal and piggyback traffic.

Coal accounted for 524 million (or 41.3 percent) of total tonnage in 1982.

(Tonnage in thousands)

	United States	Eastern District	Southern District	Western District
1929	1,339,091	697,894	174,202	466,905
1939	901,669	483,815	120,582	297,273
1944	1,491,491	754,876	208,685	527,930
1947	1,537,546	776,044	229,454	532,048
1951	1,477,402	699,745	244,349	533,308
1955	1,396,339	631,707	246,228	518,404
1968	1,431,308	574,446	330,215	526,647
1969	1,473,457	572,350	340,731	560,376
1970	1,484,919	557,994	351,142	575,784
1971	1,390,960	495,485	348,216	547,260
1972	1,447,864	507,346	367,405	573,113
1973	1,532,165	527,279	380,245	624,641
1974	1,530,686	520,788	387,535	622,363
1975	1,395,055	463,117	353,102	578,776
1976	1,406,732	452,808	362,533	591,391
1977	1,394,742	430,902	374,099	589,741
1978	1,390,175	384,413	366,880	638,882
1979	1,502,251	430,606	387,884	683,761
1980	1,492,414	407,933	398,363	686,118
1981	1,453,021	397,547	387,350	668,123
**1982	**1,268,645**	**357,235**	**337,347**	**574,062**

FREIGHT COMMODITIES

During 1982, Class I railroads transported 524 million tons of coal, equivalent to 41.3 percent of total tonnage for all commodities. The $6.3 billion in freight revenue the railroads derived from their coal traffic represented 23.8 percent of total freight revenues.

Tonnage and revenue data for the thirteen top commodity groups moved by rail in 1982 are presented below. As shown, these groups accounted for 96.0 percent of tonnage originations and 88.9 percent of total freight revenues.

STCC No.	Commodity	Tons Originated Tons (000's)	% of Total	Revenues (Million $)	% of Total
11	Coal	523,823	41.3	$6,307	23.8
01	Farm products	133,521	10.5	2,305	8.7
28	Chemicals & allied products	91,182	7.2	2,942	11.1
14	Nonmetallic minerals	84,724	6.7	852	3.2
20	Food & kindred products	76,959	6.0	2,604	9.8
24	Lumber & wood products	65,863	5.2	1,303	4.9
10	Metallic ores	62,620	4.9	403	1.5
32	Stone, clay & glass products	38,170	3.0	888	3.4
26	Pulp, paper & allied products	36,421	2.9	1,717	6.5
33	Primary metal products	32,004	2.5	977	3.7
29	Petroleum & coal products	31,648	2.5	887	3.3
40	Waste & scrap materials	22,733	1.8	418	1.6
37	Transportation equipment	18,758	1.5	1,960	7.4
	Sub total	1,218,426	96.0	$23,563	88.9
	All others	50,219	4.0	2,941	11.1
	Grand total	1,268,645	100.0	$26,504	100.0

REVENUE TON-MILES

Revenue ton-miles of Class I railroads totaled 798 billion in 1982, down 12.4 percent from 1981.

Ton-miles were down 9.3 percent in the East, 14.8 percent in the South and 12.7 percent in the West.

Ton-miles are the product of the weight of lading in tons and distance transported in miles. As shown on page 39, ton-miles per loaded car in 1982 increased by 2.3 percent over the 1981 average.

(Ton-miles in millions)

	United States	Eastern District	Southern District	Western District
1929	447,322	231,420	55,163	160,738
1939	333,438	169,024	42,547	121,868
1944	737,246	330,014	98,082	309,150
1947	654,728	294,967	88,243	271,518
1951	646,620	275,239	90,725	280,657
1955	623,615	256,701	90,444	276,469
1968	744,023	259,391	130,686	353,946
1969	767,841	259,827	139,256	368,757
1970	764,809	254,467	140,034	370,309
1971	739,743	225,619	139,660	374,464
1972	776,746	231,221	147,116	398,410
1973	851,809	245,022	157,879	448,907
1974	850,961	248,398	160,668	441,895
1975	754,252	217,909	140,261	396,083
1976	794,059	216,644	151,020	426,395
1977	826,292	211,278	160,689	454,326
1978	858,105	197,633	162,417	498,056
1979	913,669	214,116	165,188	534,365
1980	918,621	202,036	169,985	546,601
1981	910,169	196,340	167,084	546,746
1982	**797,759**	**178,144**	**142,431**	**477,183**

NOTE: The total of intercity ton-miles for all classes of railroads is reported on page 32.

TON-MILE REVENUE

Revenue per ton-mile averaged 3.212 cents for the year 1982, 1.1 percent above the 1981 average.

Average revenue per ton-mile is the average amount received for hauling a ton of freight one mile. While it does not necessarily measure average rate levels, because it is affected by composition of traffic and length of haul, it does show the average freight charges for traffic handled in each year.

	United States	Eastern District	Southern District	Western District
1929	1.076¢	1.014¢	1.088¢	1.162¢
1939	0.973	0.931	1.001	1.021
1944	0.949	0.919	0.976	0.972
1947	1.076	1.069	1.094	1.078
1951	1.336	1.367	1.350	1.301
1955	1.370	1.410	1.341	1.342
1968	1.310	1.406	1.212	1.277
1969	1.347	1.452	1.255	1.309
1970	1.428	1.554	1.343	1.374
1971	1.593	1.831	1.478	1.493
1972	1.618	1.855	1.510	1.521
1973	1.617	1.881	1.526	1.504
1974	1.853	2.136	1.717	1.743
1975	2.041	2.372	1.879	1.913
1976	2.191	2.627	2.013	2.033
1977	2.286	2.800	2.113	2.109
1978	2.358	2.991	2.291	2.149
1979	2.599	3.277	2.532	2.434
1980	2.852	3.612	2.789	2.591
1981	3.178	4.067	3.250	2.837
**1982	**3.212**	**4.005**	**3.377**	**2.868**

REVENUE AND DISTANCE PER TON AND PER PASSENGER

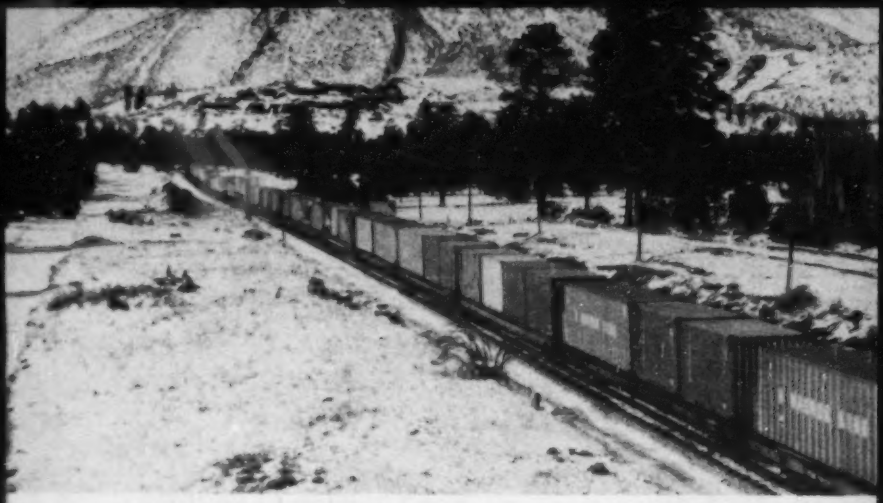
Average revenue per ton originated on Class I railroads increased 2.6 percent in 1982. The average haul, considering all line-haul railroads as a system, rose to an estimated 604 miles in 1982, a new record. The average freight haul has increased by 18 percent over the past decade.

Data showing average revenue per passenger and average trip are no longer available after 1980.

	FREIGHT		PASSENGER*	
	Average Revenue Per Ton Originated	Average Haul Per Ton (miles)	Average Revenue Per Passenger Per Road	Average Trip Per Passenger Per Road (miles)
1929	$ 3.45	317.17	$1.11	39.63
1939	3.74	351.21	0.92	50.02
1944	4.92	473.46	1.96	104.46
1947	4.82	407.82	1.37	65.07
1951	6.11	419.99	1.86	71.35
1955	6.40	429.75	1.72	65.88
1968	7.13	495.37	1.50	44.38
1969	7.35	496.82	1.48	41.12
1970	7.67	490.41	1.48	37.83
1971	8.80	506.83	1.39	32.38
1972	8.99	511.34	1.56	32.78
1973	9.36	531.00	1.74	36.52
1974	10.70	526.53	1.96	37.69
1975	11.40	515.89	1.99	36.88
1976	12.75	540.00	2.18	37.93
1977	13.90	548.79	2.21	37.39
1978	14.95	572.00	2.16	36.38
1979	16.17	580.00	2.38	37.97
1980	18.05	590.00	2.69	36.63
1981	20.36	600.00	—	—
1982	**20.89**	**604.00**	—	—

* Includes Amtrak statistics beginning in 1971; Auto-Train Corp. for 1972-1977.

Average haul per ton applies to all line-haul railroads as a system and is partially estimated beginning with 1978. All other data refer to Class I railroads only.

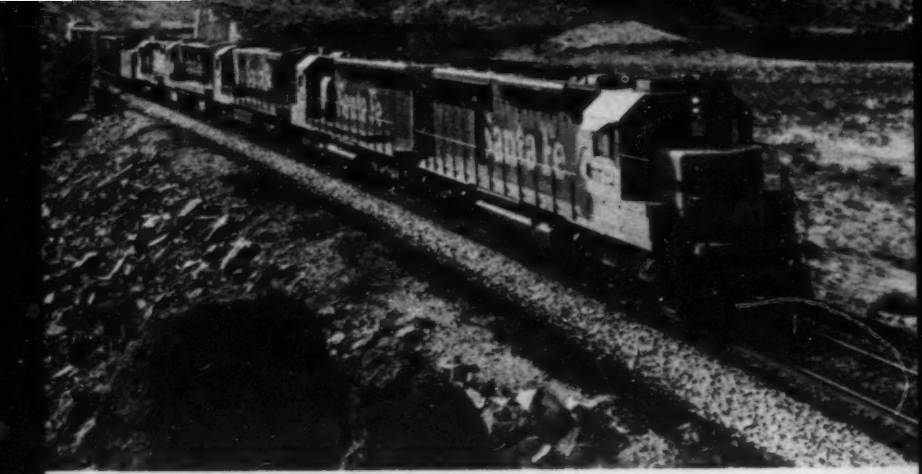


FREIGHT TRAIN-MILES

Freight train-miles of all Class I railroads in 1982 totaled 345 million, an average of 5.7 train-miles per day for each of 166,133 miles of road operated in freight service.

(Train-miles in thousands)

	United States	Eastern District	Southern District	Western District
1929	613,444	252,489	99,615	261,340
1939	451,991	171,978	77,276	202,736
1944	698,761	261,450	120,263	317,048
1947	616,071	228,424	104,839	282,808
1951	528,573	194,339	86,503	247,731
1955	476,444	177,428	70,064	228,951
1968	429,276	134,665	69,448	225,162
1969	433,371	132,691	71,576	229,104
1970	427,065	131,134	74,962	220,969
1971	429,530	128,392	76,892	224,246
1972	451,032	129,601	81,098	240,333
1973	468,992	132,542	82,679	253,770
1974	469,268	128,071	84,023	257,175
1975	402,557	111,626	72,229	218,702
1976	424,571	112,050	79,369	233,152
1977	427,686	104,968	82,150	240,568
1978	432,944	96,585	84,651	251,707
1979	437,835	99,619	87,993	250,223
1980	428,488	91,719	86,008	250,761
1981	407,520	85,851	81,225	240,445
1982	**344,936**	**75,412**	**66,348**	**203,176**



FREIGHT CAR-MILES

Of the 23.9 billion freight car-miles on Class I railroads in 1982, 56.2 percent were made by loaded cars. (A car-mile is the movement of a car one mile.)

(Car-miles in millions)

	United States	Eastern District	Southern District	Western District
1929	29,142	13,355	3,924	11,863
1939	21,782	9,608	2,981	9,193
1944	36,620	15,397	5,049	16,174
1947	32,201	13,221	4,441	14,539
1951	31,216	12,074	4,462	14,680
1955	31,198	11,699	4,412	15,037
1968	30,082	10,004	4,892	15,187
1969	30,349	9,790	5,125	15,433
1970	29,890	9,505	5,143	15,242
1971	29,181	8,730	5,284	15,166
1972	30,309	8,786	5,623	15,900
1973	31,248	8,796	5,692	16,760
1974	30,719	8,725	5,620	16,374
1975	27,656	7,810	5,023	14,823
1976	28,530	7,678	5,255	15,597
1977	28,749	7,302	5,371	16,075
1978	28,988	6,707	5,405	16,876
1979	29,420	6,983	5,439	16,998
1980	29,277	6,511	5,498	17,268
1981	27,968	6,124	5,250	16,595
1982	**23,852**	**5,419**	**4,383**	**14,050**

CARS PER AVERAGE FREIGHT TRAIN

The average freight train in 1982 consisted of 69.1 cars, a slight increase of 0.7 percent over 1981. Average tonnage per train increased by 3.5 percent over last year. (See page 37).

The number of cars in the average train is computed by dividing freight car-miles by freight train-miles.

	United States	Eastern District	Southern District	Western District
1929	47.6	52.9	39.5	45.5
1939	48.1	55.8	38.6	45.3
1944	52.3	58.8	42.0	50.9
1947	52.2	57.8	42.4	51.3
1951	59.0	62.1	51.6	59.1
1955	65.5	66.1	63.6	65.6
1968	70.1	74.3	70.3	67.4
1969	70.0	73.8	71.5	67.4
1970	70.0	72.5	68.6	69.0
1971	67.9	68.0	68.7	67.6
1972	67.1	67.6	69.3	66.1
1973	66.6	66.4	68.8	66.0
1974	65.5	68.1	66.8	63.7
1975	68.6	69.8	69.4	67.7
1976	67.1	68.5	66.0	66.8
1977	67.2	69.6	65.4	66.8
1978	67.0	69.4	63.8	67.0
1979	67.2	70.1	61.8	67.9
1980	68.3	71.0	63.9	68.9
1981	68.6	71.3	64.6	69.0
1982	**69.1**	**71.9**	**66.1**	**69.2**

AVERAGE FREIGHT CARLOAD—TONS

The average weight of a carload of freight was 68.3 tons in 1982, a new record. A long-range trend toward heavier loading has resulted principally from the continuing installation of higher-capacity cars and the retirement of smaller cars.

Net ton-miles per loaded car-mile, a measure of average load based on operating statistics, averaged 68.8 tons in 1982, up from 67.1 tons a year earlier.

	United States	Eastern District	Southern District	Western District
1929	35.4	38.1	32.6	33.0
1939	36.8	39.5	34.8	33.8
1944	40.3	43.4	37.5	37.5
1947	41.0	43.6	38.6	38.6
1951	42.0	43.8	40.8	40.3
1955	42.4	43.6	42.9	40.9
1968	51.8	51.2	55.7	50.2
1969	53.1	52.1	56.6	52.2
1970	54.9	53.9	58.4	54.1
1971	55.2	53.4	58.9	54.7
1972	56.3	54.6	59.3	56.0
1973	56.7	54.6	59.5	57.0
1974	58.4	56.2	61.2	58.6
1975	60.8	58.2	63.4	61.6
1976	61.0	57.8	63.7	62.0
1977	61.1	57.2	64.6	62.0
1978	61.8	56.9	64.6	63.5
1979	64.1	60.0	66.4	65.8
1980	67.1	63.2	68.9	67.3
1981	68.1	63.8	70.0	69.8
**1982	**68.3**	**65.6**	**69.6**	**69.2**

AVERAGE FREIGHT TRAIN LOAD

The average freight train in 1982 carried 2,345 tons of freight, a new record. The average represents net ton-miles per freight train-mile.

	United States	Eastern District	Southern District	Western District
1929	804	981	622	702
1939	806	1,043	613	679
1944	1,124	1,326	878	1,050
1947	1,131	1,353	910	1,033
1951	1,283	1,466	1,108	1,201
1955	1,359	1,488	1,342	1,264
1968	1,768	1,972	1,874	1,614
1969	1,804	1,994	1,951	1,649
1970	1,820	1,981	1,881	1,703
1971	1,751	1,797	1,829	1,697
1972	1,774	1,823	1,867	1,716
1973	1,844	1,892	1,955	1,784
1974	1,875	1,992	1,954	1,790
1975	1,938	2,011	1,994	1,883
1976	1,954	2,013	1,963	1,922
1977	2,029	2,097	2,033	1,998
1978	2,029	2,068	2,009	2,020
1979	2,096	2,169	1,940	2,121
1980	2,175	2,223	2,012	2,213
1981	2,265	2,311	2,100	2,305
1982	**2,345**	**2,387**	**2,191**	**2,380**

NET TON-MILES PER TRAIN-HOUR

Net ton-miles per train-hour, a statistic reflecting both the number of tons hauled and miles travelled during an average hour of a freight train's operation, averaged 42,640 in 1982, down 1.1 percent from 1981. Beginning with 1979, the average is not precisely comparable with prior years due to an ICC definitional change requiring inclusion of terminal delay time in counting train hours.

Gross ton-miles per freight train-hour, including ton-miles of cars and their contents, but not including ton-miles of locomotives, averaged 86,144 in 1982.

	United States	Eastern District	Southern District	Western District
1929	10,580	12,245	8,596	9,568
1939	13,450	15,924	10,625	12,108
1944	17,623	18,971	14,620	17,470
1947	18,126	19,445	15,274	17,942
1951	21,760	22,757	18,786	21,956
1955	25,314	25,291	23,510	25,985
1968	36,091	34,303	32,793	38,990
1969	36,257	34,483	33,707	38,734
1970	36,578	35,082	32,593	39,564
1971	35,722	33,704	31,758	38,930
1972	35,436	31,763	30,745	40,382
1973	36,535	32,849	34,875	41,872
1974	37,258	33,340	35,334	40,706
1975	38,778	33,331	36,210	43,764
1976	39,274	32,373	35,528	45,879
1977	40,077	32,108	36,487	47,040
1978	39,305	30,534	35,789	46,003
1979	35,967	24,573	34,714	44,981
1980	39,543	27,578	36,423	48,583
1981	43,109	29,337	39,917	53,396
**1982 ..... **	**42,640**	**34,862**	**35,061**	**50,050**

REVENUE TON-MILES PER CAR LOADED

As shown below, average ton-miles per loaded car have increased five-fold in the last 53 years, rising from 8,468 in 1929 to 43,005 in 1982. In the past decade alone the average has risen by 45 percent. This significant efficiency improvement is due to the installation of larger, specialized freight cars, the retirement of smaller cars and a longer average haul.

	United States	Eastern District	Southern District	Western District
1929	8,468	8,925	7,352	8,288
1939	9,833	10,430	8,468	9,610
1944	16,984	16,053	15,510	18,707
1947	14,712	14,054	12,773	16,351
1951	15,966	14,871	13,661	18,284
1955	16,570	15,549	14,299	18,678
1968	26,335	23,947	21,004	31,606
1969	27,192	24,340	22,541	32,391
1970	28,159	25,267	23,050	33,622
1971	29,279	24,966	23,364	36,530
1972	29,755	25,694	23,312	36,908
1973	31,158	26,283	24,680	38,636
1974	32,500	28,011	25,623	40,279
1975	32,487	28,381	25,076	39,825
1976	33,852	28,252	26,001	42,725
1977	35,654	28,328	27,088	46,439
1978	36,741	27,489	27,526	48,518
1979	38,267	28,946	27,380	51,155
1980	40,628	30,145	28,914	54,516
1981	42,113	30,513	29,694	57,246
1982	**43,005**	**32,759**	**29,181**	**57,980**

VOLUME OF U.S. INTERCITY FREIGHT AND PASSENGER TRAFFIC

Millions of **Revenue Freight Ton-Miles** and Percentage of Total

Year	Rail-roads[a]	%	Trucks	%	Great Lakes	%	Rivers and Canals	%	Oil Pipe-lines	%	Air	%	Total
1929	454,800	74.9	19,689	3.3	97,322	16.0	8,661	1.4	26,900	4.4	3	—	607,375
1939	338,850	62.4	52,821	9.7	76,312	14.0	19,937	3.7	55,602	10.2	12	—	543,534
1944	746,912	68.6	58,264	5.4	118,769	10.9	31,386	2.9	132,864	12.2	71	—	1,088,266
1950	596,940	56.2	172,860	16.3	111,687	10.5	51,657	4.9	129,175	12.1	318	—	1,062,637
1960	579,130	44.1	285,483	21.7	99,468	7.6	120,785	9.2	228,626	17.4	778	—	1,314,270
1970	771,168	39.8	412,000	21.3	114,475	5.9	204,085	10.5	431,000	22.3	3,295	0.2	1,936,023
1975	759,000	36.7	454,000	22.0	99,000	4.8	243,000	11.8	507,000	24.5	4,000	0.2	2,066,000
1981p	926,000	37.9	540,000	23.1	98,000	3.8	312,000	12.6	565,000	22.4	5,000	0.2	2,446,000
1982p	**812,000**	**36.3**	**506,000**	**22.7**	**88,000**	**3.9**	**287,000**	**12.9**	**537,000**	**24.0**	**5,000**	**0.2**	**2,235,000**

Millions of **Revenue Passenger-Miles** and Percentage of Total (Except Private)

Year	Rail-roads[a]	%	Buses	%	Air Carriers	%	Inland Water-ways	%	Total (except private)	Private Auto-mobiles	Private Air-planes	Total (including private)
1929	33,965	77.1	6,800	15.4	—	—	3,300	7.5	44,065	175,000	—	219,065
1939	23,669	67.7	9,100	26.0	683	2.0	1,486	4.3	34,938	275,000	—	309,938
1944	97,705	75.7	26,920	20.9	2,177	1.7	2,187	1.7	128,989	181,000	1	309,990
1950	32,481	47.2	26,436	38.4	8,773	12.7	1,190	1.7	68,880	438,293	1,299	508,472
1960	21,574	28.6	19,327	25.7	31,730	42.1	2,688	3.6	75,319	706,079	2,228	783,626
1970	10,903	5.7	25,300	14.3	109,499	77.7	4,000	2.3	149,702	1,026,000	9,101	1,184,803
1975	10,100	5.7	25,400	14.4	136,900	77.6	4,000	2.3	176,400	1,170,700	11,400	1,358,500
1981p	11,800	4.8	26,900	11.0	201,400	82.5	4,000	1.7	244,100	1,344,000	14,600	1,602,700
1982p	**10,900**	**4.3**	**28,000**	**10.9**	**213,000**	**83.2**	**4,000**	**1.6**	**255,900**	**1,371,300**	**14,500**	**1,641,700**

a—Railroads of all classes, including electric railways, Amtrak and Auto-Train. (See page 29 for ton-miles of Class I Railroads only)

p—These are preliminary estimates and are subject to frequent subsequent adjustments.

NOTE: Air carrier data from reports of CAB and TAA; Great Lakes and rivers and canals from Corps of Engineers and TAA; all 1981 and 1982 figures are from TAA and Transportation Policy Associates, except rail freight traffic is by the AAR.

REVENUE TON-MILES PER GALLON OF FUEL CONSUMED

In 1982, the Class I railroads generated 257 ton-miles for every gallon of fuel consumed, a 4.9 percent gain over the prior year. As shown below, the railroads have logged a 29 percent increase over the past ten years in this key measurement of energy efficiency.

Year	Revenues Ton-Miles (millions)	Fuel Consumed In Frt. Service * (million gallons)	Revenue Ton-Miles Per Gallon of Fuel Consumed Ton-Miles	Index
1971	739,743	3,659	202	100
1972	776,746	3,901	199	99
1973	851,809	4,051	210	104
1974	850,961	4,023	211	105
1975	754,252	3,657	206	102
1976	794,059	3,828	207	102
1977	826,292	3,921	211	104
1978	858,105	3,898	220	109
1979	913,669	4,013	228	113
1980	918,621	3,890	236	117
1981	910,169	3,722	245	121
1982	**797,759**	**3,104**	**257**	**127**

* Includes a small amount of fuel used in switching passenger trains.

REVENUE TON-MILES PER EMPLOYEE AND EMPLOYEE HOUR

Measured in ton-miles, rail output per employee and output per employee hour have increased 47 percent and 52 percent, respectively, over the past 13 years. In 1982, revenue ton-miles per employee amounted to 2.2 million, the same as the previous year, and ton-miles per employee freight hour paid for rose to 927, an increase of 2.3 percent over 1981.

Year	Freight Revenue Ton-Miles Per: Employee * (millions)	Employee Hour *
1969	1.5	611
1970	1.5	605
1971	1.5	604
1972	1.5	637
1973	1.7	696
1974	1.7	696
1975	1.6	677
1976	1.7	712
1977	1.8	738
1978	1.9	775
1979	2.0	792
1980	2.1	862
1981	2.2	906
1982	**2.2**	**927**
	INDEX	
1969	100	100
1970	100	99
1971	100	99
1972	100	104
1973	113	114
1974	113	114
1975	107	111
1976	113	117
1977	120	121
1978	127	127
1979	133	130
1980	140	141
1981	147	148
1982	**147**	**152**

* Freight service employment estimated on basis of ratio of freight operating expenses to total operating expenses.

RAILROAD LINE OWNED

There were approximately 168,000 miles of railroad lines in the United States on December 31, 1981. (Data for 1982 are not yet available). This represents the aggregate length of roadway of all line-haul railroads. It excludes yard tracks, sidings, and parallel lines. Jointly-used track is counted only once.

1929	249,433	1971	205,220
1939	235,064	1972	203,299
1944	227,335	1973	201,585
1947	225,806	1974	200,916
1951	223,427	1975	199,126
1955	220,670	1976	192,396
1966	211,107	1977	191,205
1967	209,826	1978	190,555
1968	208,648	1979	184,500
1969	207,526	1980	179,000
1970	206,265	**1981**	**168,000**

MILES OF TRACK OWNED

Total miles of railroad track in the United States, including multiple main tracks, yard tracks and sidings, owned by both line-haul and switching and terminal companies, came to about 278,000 in 1981, the latest year for which data are available.

1939	386,085	1971	334,932
1944	374,710	1972	331,129
1947	374,027	1973	328,625
1949	372,801	1974	327,285
1951	371,782	1975	324,156
1955	366,406	1976	312,770
1966	344,001	1977	310,800
1967	341,499	1978	309,700
1968	339,781	1979	300,000
1969	338,795	1980	290,000
1970	336,332	**1981**	**278,000**

Note: Subsequent to 1976, data in both tables include estimated mileage for railroads other than Class I.

RAILROAD MILEAGE OPERATED BY STATES (1981)

The total miles of line shown below for 1981 represents mileage operated by Class I roads only. Data for Class II and III railroads are no longer available. Miles operated jointly by two or more railroads and two or more parallel tracks are not duplicated in this listing. Mileage of yard tracks and sidings is also excluded from these totals. Data for 1982 are not yet available.

Alabama	4,322	Montana	3,803
Alaska	—	Nebraska	4,778
Arizona	1,865	Nevada	1,491
Arkansas	2,720	New Hampshire	496
California	6,530	New Jersey	1,525
Colorado	3,413	New Mexico	2,076
Connecticut	452	New York	4,531
Delaware	257	North Carolina	2,845
Dist. of Col.	56	North Dakota	4,935
Florida	3,421	Ohio	7,140
Georgia	4,747	Oklahoma	3,850
Hawaii	—	Oregon	2,944
Idaho	2,386	Pennsylvania	6,961
Illinois	10,143	Rhode Island	93
Indiana	5,644	South Carolina	2,558
Iowa	4,887	South Dakota	2,120
Kansas	7,201	Tennessee	3,035
Kentucky	3,569	Texas	13,050
Louisiana	3,310	Utah	1,656
Maine	46	Vermont	142
Maryland	1,125	Virginia	3,451
Massachusetts	1,286	Washington	4,297
Michigan	4,080	West Virginia	3,534
Minnesota	6,207	Wisconsin	4,165
Mississippi	2,823	Wyoming	1,988
Missouri	5,855	**Total U.S.**	**173,809**

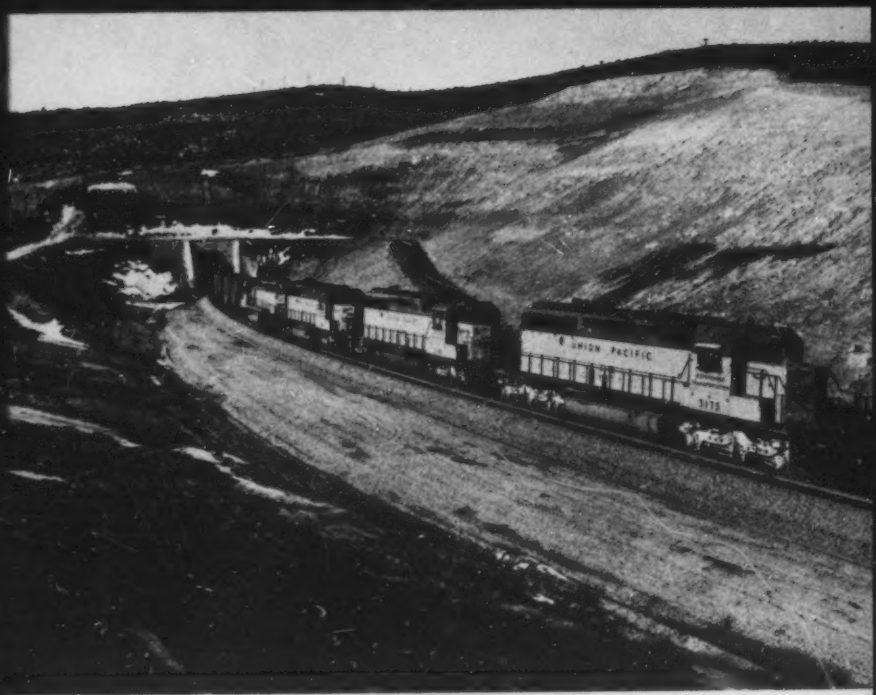
LOCOMOTIVES IN SERVICE

There were 27,073 locomotive units in service on Class I railroads at the close of 1982, down by 2.6 percent from a year earlier. All but 73 of the units were diesel-electric. Locomotives owned and leased by Amtrak are included in the table below beginning in 1972; Auto-Train locomotives are included for the years 1974-1977.

The superiority of modern locomotive units over the older types replaced is illustrated by the fact that the railroads in 1982 handled 3.4 times the revenue ton-miles that were handled 50 years ago with one-half the number of locomotive units. The aggregate horsepower of the fleet has increased from 54.8 million in 1972 to about 63 million in 1982.

Dec. 31	Total	Diesel Electric Units	Steam	Electric Units	Other
1929	57,571	22	56,936	601	12
1939	42,511	510	41,117	843	41
1944	43,612	3,049	39,681	863	19
1947	41,719	5,772	35,108	821	18
1951	40,036	17,493	21,747	780	16
1955	31,429	24,786	5,982	627	34
1968	27,376	27,017	21	305	33
1969	27,033	26,714	21	276	22
1970	27,086	26,796	13	268	9
1971	27,189	26,897	13	250	29
1972	27,358	27,064	13	252	29
1973	27,790	27,540	12	238	—
1974	28,084	27,857	12	215	—
1975	28,210	27,985	12	213	—
1976	27,612	27,383	12	217	—
1977	27,667	27,450	12	205	—
1978	27,400	27,184	12	204	—
1979	28,097	27,922	12	163	—
1980	28,396	28,243	12	141	—
1981	27,808	27,732	2	74	—
1982	**27,073**	**27,000**	**2**	**71**	—

Note: Units not self-powered are omitted after 1972. (Formerly reported under "Other.")



AGE OF LOCOMOTIVES

As shown below, 46 percent of the units in the locomotive fleet at year-end were added since 1970 and one-fourth of the fleet is seven years old or less.

(Age Distribution of Locomotive Fleet, December 31, 1982)

Date Built[1]	Number of Locomotives in Age Bracket	Percent of Locomotives in Age Bracket
Jan. 1, 1980–Dec. 31, 1982	2,100	7.8%
Jan. 1, 1975–Dec. 31, 1979	5,063	18.9
Jan. 1, 1970–Dec. 31, 1974	5,282	19.7
Jan. 1, 1965–Dec. 31, 1969	4,889	18.2
Jan. 1, 1960–Dec. 31, 1964	2,238	8.3
Before 1960	7,264	27.1
Total	26,836[2]	100.0

[1] Disregards year of rebuilding.
[2] Will not agree with totals on pages 44 and 51 which are from different sources.

FREIGHT CARS

There were 1,587,537 freight cars in railroad service at the close of 1982, 5.1 percent less than a year earlier.

The "car companies" category, which showed the smallest decline in 1982, includes such railroad subsidiaries as the Trailer Train Company and refrigerator car companies.

Cabooses are not included in the totals below.

Dec. 31	Total	Class I Railroads	Other Railroads	Car Companies and Shippers
1929	2,610,662	2,277,505	46,178	286,979
1939	1,961,705	1,650,031	30,488	281,186
1944	2,067,948	1,769,578	27,434	270,936
1947	2,025,008	1,734,239	25,519	265,250
1951	2,046,600	1,752,430	25,448	268,722
1955	1,996,443	1,698,814	24,933	272,696
1968	1,800,375	1,453,883	30,688	315,804
1969	1,791,736	1,434,824	29,373	327,539
1970	1,784,181	1,423,921	29,787	330,473
1971	1,762,135	1,422,411	27,291	312,433
1972	1,716,937	1,410,568	22,749	283,620
1973	1,710,659	1,395,105	23,114	292,440
1974	1,720,573	1,375,265	25,977	319,331
1975	1,723,605	1,359,459	29,407	334,739
1976	1,699,027	1,331,705	34,452	332,870
1977	1,666,533	1,287,315	40,378	338,840
1978	1,652,774	1,226,500	68,881	357,393
1979	1,700,310	1,217,079	91,427	391,804
1980	1,710,827	1,168,114	102,161	440,552
1981	1,672,565	1,111,115	101,091	460,359
**1982	1,587,537**	**1,039,016**	**91,452**	**457,069**

Source: Beginning in 1971, data for car companies and shippers from Transportation Division, AAR; earlier data from American Railway Car Institute and Official Railway Equipment Register.

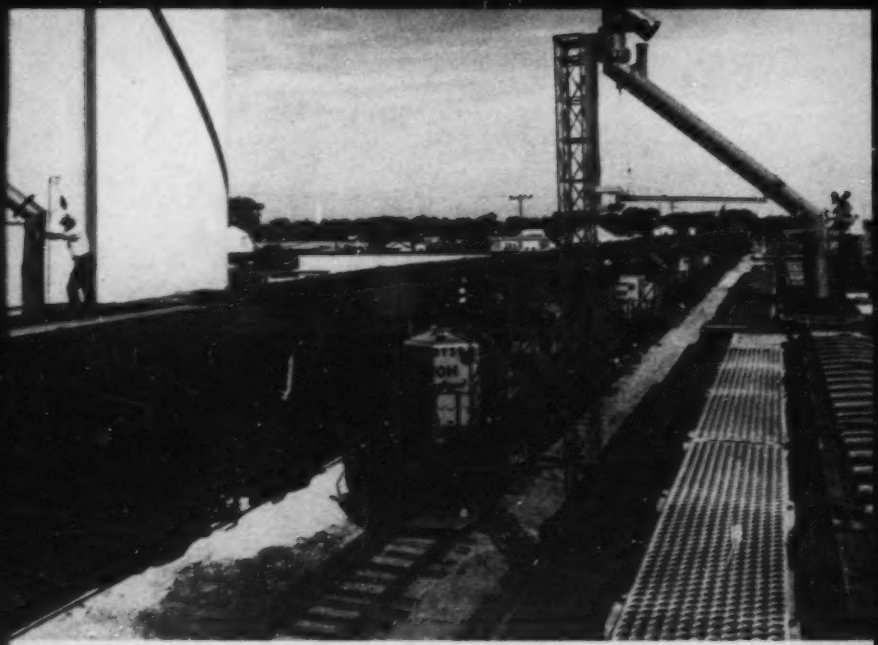
TYPES OF FREIGHT EQUIPMENT

Total freight cars in service at the end of 1982 are shown below, separated by types as classified by the AAR's Transportation Division.

Compared with 1981, the number of all car types declined.

Type	Total	Class I Railroads	Other Railroads	Car Companies and Shippers
Box cars:				
Plain box	190,620	128,417	37,055	25,148
Equip. box ...	162,349	149,607	12,558	184
Covered hoppers	306,222	166,150	9,336	130,736
Flat cars	144,508	86,011	4,667	53,830
Refrig. cars	68,043	57,466	3,407	7,170
Gondolas	176,931	134,763	10,349	31,819
Hoppers	325,642	293,306	11,238	21,098
Tank	185,838	1,863	12	183,963
Others	27,384	21,433	2,830	3,121
Total	**1,587,537**	**1,039,016**	**91,452**	**457,069**

Source: Transportation Division, AAR.

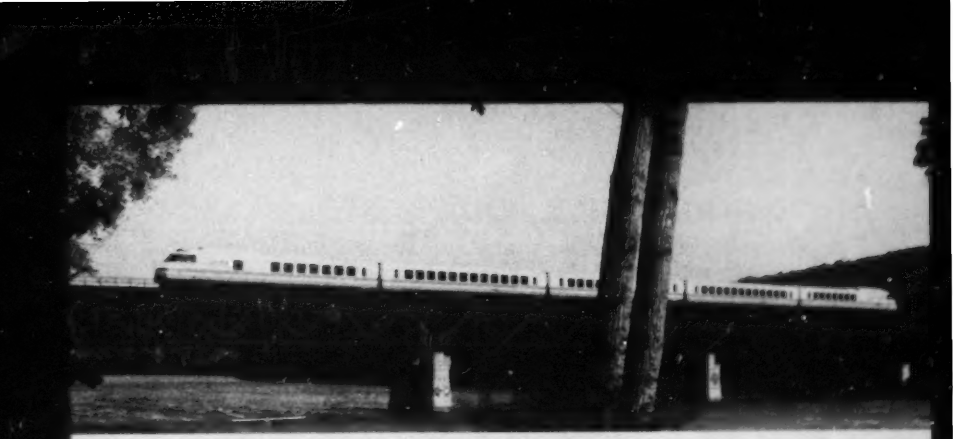


AVERAGE FREIGHT CAR CAPACITY

Annual gains in average carrying capacity of railroad freight cars, an unbroken trend since record-keeping began, have been especially pronounced in recent years. In 1982 the average advanced to about 81.7 tons at year-end. New cars installed in 1982 had an average capacity of 91 tons, compared with a 69-ton average for cars retired.

The aggregate capacity of the fleet was about 130 million tons at the end of the year, approximately 9.0 percent higher than the capacity of a decade ago.

	Tons		Tons
1929	46.3	1972	69.6
1939	49.7	1973	70.5
1944	50.8	1974	71.6
1947	51.5	1975	72.9
1951	52.9	1976	73.8
1955	53.7	1977	75.5
1967	63.4	1978	76.9
1968	64.3	1979	77.7
1969	65.8	1980	78.5
1970	67.1	1981	80.5
1971	68.4	1982p	81.7



PASSENGER TRAIN CARS

There were 3,736 passenger-train cars in service at year-end 1982 including equipment owned by Amtrak. The sharp drop shown below for 1976 was attributable primarily to the return of leased cars by the Conrail predecessor roads to SEPTA and other commuter authorities that do not report to the Interstate Commerce Commission and to the scrapping of a number of old cars that were conveyed to Conrail.

Dec. 31	United States	Pullman Company Amtrak*	Eastern District	Southern District**	Western District
1929 ...	61,728	9,469	27,001	6,961	18,297
1939 ...	45,479	7,052	21,042	4,589	12,796
1944 ...	46,558	8,751	21,314	4,517	12,006
1947 ...	44,841	6,071	21,680	4,657	12,433
1951 ...	42,406	6,276	20,197	4,372	11,561
1955 ...	36,871	4,776	17,748	3,816	10,531
1968 ...	15,384	765	8,116	2,129	4,374
1969 ...	12,426	—	6,683	1,878	3,865
1970 ...	11,177	—	6,254	1,524	3,399
1971 ...	8,713	1,165	5,321	700	1,527
1972 ...	7,589	1,571	4,107	630	1,281
1973 ...	7,189	1,777	3,729	546	1,137
1974 ...	6,848	1,848	3,467	502	1,031
1975 ...	6,471	1,913	3,128	416	1,014
1976 ...	5,478	2,062	1,975	492	949
1977 ...	5,512	2,154	1,947	501	910
1978 ...	4,493	2,084	1,226	300	883
1979 ...	4,241	2,026	1,252	210	753
1980 ...	4,347	2,126	1,259	187	773
1981 ...	3,945	1,830	1,234	186	695
1982 ...	**3,736**	**1,929**	**1,064**	**185**	**558**

* Pullman Company cars from 1929 through 1968; Amtrak cars beginning in 1971.

** Includes Auto-Train for years 1972-1977.

NEW AND REBUILT EQUIPMENT

Additions to the locomotive and freight car fleets declined sharply in 1982 from the levels of previous years.

In addition to equipment purchased, built or leased by Class I railroads, the table below includes freight cars acquired by other railroads and by "private" owners. The private category includes shippers and car companies, some of the latter being railroad-owned.

Passenger-train cars and locomotives installed by Amtrak are included beginning in 1972—Auto-Train for years 1972-1977.

	Locomotive Units		Freight cars		Passenger-Train-Cars	
	New	Rebuilt	New*	Rebuilt*	New	Rebuilt
1953	2,141	26	80,887	1,392	329	21
1955	1,097	22	37,314	5,416	412	10
1957	1,015	10	99,502	2,589	232	3
1959	855	88	37,720	8,204	66	—
1961	288	2	31,501	2,521	214	6
1962	764	23	36,454	3,268	304	54
1963	834	2	44,804	3,295	156	230
1964	1,071	—	69,051	13,936	399	117
1965	1,387	16	77,707	11,825	666	81
1966	1,419	6	89,899	15,954	113	56
1967	1,109	—	82,828	17,086	146	22
1968	978	4	55,964	12,604	65	38
1969	1,158	83	68,717	6,944	240	25
1970	1,029	64	65,881	9,255	302	16
1971	1,179	97	55,046	5,587	281	—
1972	1,377	200	47,322	2,661	334	13
1973	1,210	174	58,634	536	83	9
1974	1,131	264	66,798	611	85	15
1975	802	38	72,039	1,953	265	7
1976	488	79	52,323	1,307	349	9
1977	820	172	51,639	2,178	153	5
1978	1,224	154	67,440	1,334	43	1
1979	1,719	259	95,650	882	99	17
1980	1,483	183	85,465	1,163	152	8
1981	485	201	44,825	1,100	119	—
1982	**332**	**169**	**17,236**	**1,500**	**102**	—

* All railroads and "private" car owners (see text).
n.a.—Not available

Source: Freight car data from American Railway Car Institute and Transportation Division, AAR.

NEW RAIL LAID

In 1981, the latest year for which data are available, Class I railroads laid 776,557 tons of new rail in replacement and in additional track.

The aggregate tonnage laid in the past five years totaled 4.5 million.

(Tons of rail)

1929	2,281,316	1971	648,625
1939	991,896	1972	675,796
1944	1,772,810	1973	698,506
1947	1,639,746	1974	708,362
1951	1,281,850	1975	537,537
1955	963,350	1976	802,441
1966	605,338	1977	952,144
1967	470,659	1978	838,714
1968	546,859	1979	1,064,827
1969	574,918	1980	881,815
1970	548,505	**1981**	**776,557**

CROSSTIES LAID

A total of 26.2 million crossties were installed by Class I railroads in previously constructed tracks and in additional tracks, new lines and extensions in 1981. More than 133 million ties have been installed during the past five years.

Less than one-half of one percent of the total installed in 1981 were other than wooden ties.

The heavy annual tie installations prior to 1950 reflect, in part, the use of a large number of untreated ties which have a much shorter life span than the treated ties installed in recent years.

(Thousands of ties)

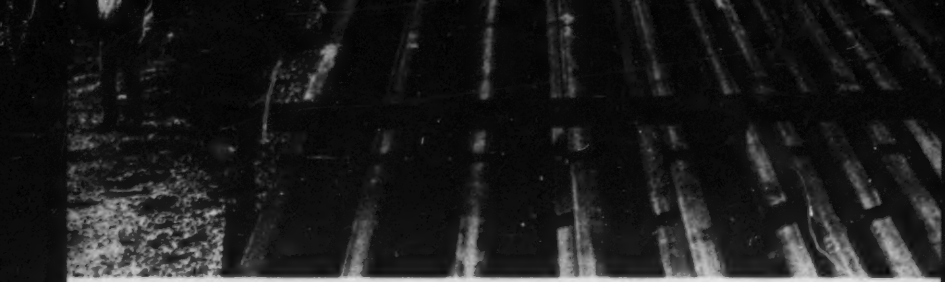
1929	81,964	1971	22,777
1939	46,410	1972	22,251
1944	51,259	1973	19,893
1947	40,206	1974	21,175
1951	32,457	1975	20,548
1955	27,173	1976	27,002
1966	17,699	1977	27,270
1967	17,458	1978	27,228
1968	19,006	1979	26,667
1969	20,088	1980	25,984
1970	19,611	**1981**	**26,247**

COST OF NEW FREIGHT CARS[1]

The average cost of new freight cars installed in 1982 amounted to $37,230, down 10.2 percent from the previous year but double the average of ten years earlier.

	Box Cars		Flat Cars			Hopper Cars				
Year	General Service	Special Service	General Service	Special Service	Gondola Cars	Open Top	Covered	Refrigerator Cars	Tank Cars	All Freight-carrying Cars
1964	$13,083	$17,534	$15,462	—	$12,504	$10,380	$14,673	$21,914	$19,339	$14,061
1965	14,610	19,821	15,682	$17,371	12,451	11,085	14,582	22,359	18,150	15,448
1966	12,167	18,129	14,725	17,593	12,853	11,794	15,487	23,358	34,041	15,320
1967	11,955	17,877	16,524	19,262	13,028	10,424	15,074	25,313	27,423	14,591
1968	10,061	19,398	13,956	15,534	11,746	11,447	14,728	28,307	—	13,471
1969	11,733	18,007	13,759	18,107	13,754	12,558	15,201	29,957	—	15,607
1970	13,355	20,912	15,534	22,275	14,203	12,726	16,221	31,592	—	17,163
1971	14,219	18,640	10,495	19,068	15,749	13,197	15,930	32,167	—	16,293
1972	19,258	23,533	—	17,666	15,111	15,580	18,079	32,427	—	18,051
1973	18,000	22,000	—	18,000	15,600	16,000	18,000	30,000	20,000	18,800
1974	22,900	34,000	28,000	20,000	21,500	18,800	20,000	—	21,700	21,800
1975	31,168	27,005	32,815	40,201	27,076	25,834	26,480	42,553	22,300	27,777
1976	30,923	35,644	27,040	45,695	26,856	25,495	27,497	—	—	27,983
1977	36,791	46,643	31,515	34,852	26,906	28,026	28,545	51,179	—	31,053
1978	34,998	44,931	36,747	55,153	29,851	27,071	32,950	—	—	32,918
1979	41,755	50,160	—	52,346	31,760	34,585	36,858	57,970	—	39,487
1980	45,586	53,209	46,440	49,935	45,895	40,348	43,618	70,424	53,133	44,547
1981	—	60,568	32,536	85,350	38,378	40,438	41,860	—	50,943	41,747
1982	**—**	**69,287**	**—**	**147,000**	**—**	**33,160**	**60,360**	**72,080**	**56,300**	**37,230**

[1]The variations in the average cost of freight cars from year to year relate, in part, to changes in the mix of car sub-types within each category and to differences in the capacities of cars installed.



WEIGHT OF RAIL IN PLACE

In 1981, 76 percent of the rail on Class I railroads weighed more than 100 pounds per yard—40 percent weighed over 130 pounds per yard. The average weight of rail in place in 1981 was 113.24 pounds per yard, up from 112.50 in 1980. Data for 1982 are not yet available.

Weight of Rail (Pounds per yard)	Miles	Percent of total	Cumulative Percent
150–159	640.59	0.36%	0.36%
140–149	3,751.31	2.09	2.45
130–139	62,631.45	35.02	37.47
120–129	6,984.86	3.91	41.38
110–119	46,902.79	26.22	67.60
100–109	15,219.83	8.51	76.11
90– 99	19,732.74	11.03	87.14
80– 89	13,091.10	7.32	94.46
70– 79	6,737.07	3.77	98.23
0– 69	3,157.28	1.77	100.00
Total	**178,849.02**	**100.00**	—

RAILROAD INVESTMENT—NET

In 1978, the ICC redefined net investment to include average net investment in road and equipment, less interest during construction and debits in other elements of investment, plus working capital computed from the formula used in determining rail freight service costs (Rail Form A).

Under the old method shown below for prior years, the total investment figure included investment after depreciation and amortization, plus cash and materials and supplies.

The annual figures shown below include the effects of purchase accounting for some railroads.

Leases capitalized under F.A.S.B. No. 13 are included beginning in 1977.

The decline in 1976 was attributable principally to reclassifications and to investment reductions resulting from the restructuring of eastern bankrupt roads.

At year-end 1982, net investment of Class I railroads amounted to $35,261 million, 0.8 percent higher than a year earlier.

(Amounts shown in thousands)

Dec. 31	United States	Eastern District	Southern District	Western District
1929 ...	$23,868,075	$10,633,632	$3,190,307	$10,044,136
1939 ...	23,016,835	10,520,217	2,910,018	9,586,600
1944 ...	23,396,922	10,332,156	3,074,808	9,989,958
1947 ...	22,891,188	10,191,186	2,993,770	9,706,232
1951 ...	25,518,512	11,196,268	3,404,261	10,917,983
1955 ...	26,851,343	11,474,847	3,634,361	11,742,136
1968 ...	27,667,726	10,861,637	4,360,205	12,445,884
1969 ...	27,891,688	10,896,116	4,525,411	12,470,161
1970 ...	28,186,077	10,855,043	4,705,326	12,625,707
1971 ...	28,096,047	10,636,936	4,859,179	12,599,932
1972 ...	27,735,595	10,435,001	4,865,803	12,434,790
1973 ...	27,979,177	10,286,938	5,020,501	12,671,738
1974 ...	28,854,835	10,225,236	5,356,525	13,273,074
1975 ...	29,739,673	10,403,250	5,523,517	13,812,906
1976 ...	26,925,751	7,144,181	5,612,812	14,168,758
1977 ...	28,222,310	7,570,352	5,898,607	14,753,351
1978 ...	28,793,794	7,483,206	5,935,720	15,374,868
1979 ...	30,271,087	7,820,968	6,257,486	16,192,633
1980 ...	33,216,841	9,200,076	6,740,138	17,276,627
1981 ...	34,997,185	9,716,620	7,268,937	18,011,628
1982 ...	**35,260,692**	**9,631,396**	**7,408,751**	**18,220,545**

CAPITAL EXPENDITURES

Capital expenditures by Class I railroads in 1982 totaled $1.98 billion, 30.8 percent lower than 1981. This sharp decline was attributable to a drop of nearly 50 percent in equipment outlays, a result of heavy equipment surpluses; roadway and structure expenditures were down only 5.4 percent from 1981's record level.

The amounts shown below exclude investments in railroad equipment by leasing companies and by "private" companies, including railroad subsidiaries classed as private car lines. Amtrak's capital expenditures are also excluded.

(Amounts shown in thousands)

	Total	Equipment	Roadway and Structures
1953	$1,259,797	$ 857,893	$401,904
1954	820,246	498,726	321,520
1955	909,521	568,202	341,319
1956	1,227,857	821,357	406,500
1957	1,394,705	1,007,749	386,956
1958	738,036	479,680	258,356
1959	818,002	567,546	250,456
1960	919,154	633,490	285,664
1961	646,425	427,130	219,295
1962	832,938	593,369	239,569
1963	1,043,788	784,874	258,914
1964	1,417,263	1,139,683	277,580
1965	1,630,687	1,303,602	327,084
1966	1,952,805	1,554,223	398,581
1967	1,522,478	1,148,381	374,097
1968	1,186,979	818,720	368,259
1969	1,509,394	1,088,712	420,681
1970	1,351,439	993,095	358,344
1971	1,177,627	863,517	314,110
1972	1,215,581	847,623	367,958
1973	1,342,138	892,690	449,448
1974	1,565,412	1,038,142	527,270
1975	1,789,725	1,303,308	486,417
1976	1,724,708	1,174,783	549,925
1977	2,290,439	1,539,549	750,890
1978	2,738,238	1,882,961	855,277
1979	3,324,174	2,284,855	1,039,319
1980	3,621,256	2,346,008	1,275,248
1981	2,854,569	1,520,659	1,333,910
**1982	**1,975,147**	**713,021**	**1,262,126**

EMPLOYMENT, PAYROLL AND EARNINGS

The average number of employees on Class I railroads in 1982 declined by 13.1 percent from the previous year. However, average annual earnings per employee were up 8.9 percent and average hourly earnings increased 10.1 percent.

Excluding Amtrak and Auto-Train, employment declined 28 percent over the past decade while earnings per employee increased by 138 percent resulting in a 72 percent increase in annual payrolls.

	Number of Employees[1]	[2]	Compensation[2] (thousands)	Earnings Per Employee[2] Per Year	Per Hour
1929		1,660,850	$2,896,566	$ 1,743	$ .67
1939		987,943	1,863,503	1,886	.75
1944		1,413,672	3,853,345	2,726	.96
1947		1,351,961	4,350,229	3,218	1.20
1951		1,276,000	5,336,198	4,182	1,79
1955		1,058,216	4,993,662	4,719	1.99
1965		639,961	4,793,066	7,490	3.06
1966		630,895	4,879,273	7,734	3.17
1967		610,191	4,933,663	8,085	3.36
1968		590,536	5,110,636	8,654	3.54
1969		578,277	5,362,754	9,274	3.79
1970*		566,282	5,711,280	10,086	4.14
1971*	544,497	544,333	5,999,968	11,023	4.60
1972	527,235	526,061	6,424,920	12,213	5.03
1973	524,422	520,153	7,088,383	13,627	5.54
1974	533,277	525,177	7,475,834	14,235	5.84
1975	494,348	487,789	7,474,750	15,324	6.39
1976*	496,491	482,882	8,278,413	17,144	7.09
1977	501,389	482,731	8,939,411	18,518	7.66
1978*	491,254	471,519	9,700,565	20,573	8.43
1979	502,802	482,789	10,903,887	22,585	9.22
1980	480,410	458,994	11,318,453	24,659	10.21
1981	456,855	436,397	11,650,802	26,698	11.14
1982	**397,007**	**378,906**	**11,021,403**	**29,087**	**12.26**

* Adjusted to include retroactive wage increases.

[1] Includes employees of Amtrak beginning in 1971; Auto-Train for years 1972-1977.

[2] Excludes Amtrak and Auto-Train.

EMPLOYMENT AND ANNUAL WAGES BY CLASSES—1982

Wages of train and engine service employees accounted for 33 cents of the average wage dollar paid in 1982 by Class I railroads, excluding Amtrak. Wages of maintenance workers took 35 cents, office and general personnel got 19 cents, off-train transportation employees received 7 cents, while salaries of executives, officials and staff assistants amounted to 6 cents of the payroll dollar.

Employee group	Average Number of Employees	Total Payroll (thousands)	Average Annual Earnings
Executive, officials and staff	16,865	$ 709,907	$42,094
Professional, clerical and general	80,044	2,098,584	26,218
Maintenance of way and structures	72,699	1,848,416	25,426
Maintenance of equipment and stores	75,004	1,975,689	26,341
Transportation, other than train, engine and yard	18,010	511,544	28,403
Yardmasters, switchtenders and hostlers	6,961	200,747	28,839
Train and engine service	109,323	3,676,517	33,630
Total	378,906	11,021,403	29,087

RAILROAD EMPLOYMENT BY STATES—1981

The following tabulation, which represents an approximation of railroad employment by states, includes the employees of Class I line-haul freight railroads and the National Railroad Passenger Corporation (Amtrak) only. Employees of Class II and III line-haul companies and switching and terminal companies are not included.

Data for 1982 are not yet available.

Alabama	6,579	Nebraska	15,259
Arizona	3,244	Nevada	1,690
Arkansas	5,939	New Hampshire	457
California	28,736	New Jersey	6,944
Colorado	6,807	New Mexico	2,878
Connecticut	3,061	New York	24,168
Delaware	1,690	North Carolina	6,076
Dist. of Col.	2,558	North Dakota	3,015
Florida	10,553	Ohio	24,350
Georgia	12,655	Oklahoma	3,015
Idaho	2,924	Oregon	6,305
Illinois	35,041	Pennsylvania	33,077
Indiana	12,792	Rhode Island	548
Iowa	8,269	South Carolina	3,701
Kansas	14,254	South Dakota	1,005
Kentucky	13,523	Tennessee	9,640
Louisiana	8,680	Texas	27,822
Maine	46	Utah	4,249
Maryland	8,589	Vermont	46
Massachusetts	4,157	Virginia	12,472
Michigan	12,655	Washington	8,543
Minnesota	13,157	West Virginia	8,086
Mississippi	3,975	Wisconsin	8,909
Missouri	14,574	Wyoming	4,203
Montana	5,939	**Total**	**456,855**

RAILROAD COST RECOVERY INDEX

The Series RCR, Railroad Cost Recovery Index, is an expanded and updated version of the Series QMPW, Indexes of Railroad Material Prices and Wages Rates, formerly reported on this page.

The "other costs" component, recently added to the series, includes equipment rents, purchased services, depreciation, taxes other than payroll and income, all other operating expenses, and interest. The Railroad Cost Recovery Index includes the "other costs" as well as labor, fuel and materials.

Led by a 12 percent increase in labor costs, total input prices in 1982 increased by seven percent over 1981.

(1977 = 100)

Year	Labor (Wages & Supplements)	Fuel	Materials & Supplies	Labor, Fuel & M/S Combined	Other Costs	Railroad Cost Recovery Index
1967	39.7	25.7	46.0	39.2	n.a.	n.a.
1968	42.2	26.6	47.2	41.4	n.a.	n.a.
1969	45.2	27.4	48.6	44.0	n.a.	n.a.
1970	49.9	28.4	50.4	48.2	n.a.	n.a.
1971	55.4	29.4	52.3	52.3	n.a.	n.a.
1972	61.0	30.1	54.7	57.0	n.a.	n.a.
1973	69.1	35.0	56.6	64.0	n.a.	n.a.
1974	75.2	69.8	65.4	73.1	n.a.	n.a.
1975	82.3	82.6	87.6	83.2	n.a.	n.a.
1976	92.2	89.9	93.6	92.2	n.a.	n.a.
1977	100.0	100.0	100.0	100.0	100.0	100.0
1978	109.8	104.4	106.2	108.6	108.8	108.5
1979	120.8	155.5	116.4	123.5	119.0	122.1
1980	132.5	233.1	134.2	143.3	132.6	140.1
1981	149.4	280.2	145.2	162.2	147.2	157.7
1982	**167.0**	**267.1**	**146.3**	**173.6**	**155.7**	**168.3**

n.a. – Not Available.

DIESEL FUEL CONSUMPTION AND COST

Class I railroads consumed 3.2 billion gallons of fuel in 1982, down 16.1 percent from the previous year. Consumption declined in all of the districts.

In terms of fuel efficiency, the railroads in 1982 generated 257 revenue ton-miles for each gallon of fuel consumed, a 4.9 percent increase over 1981 (see page 40).

The average cost per gallon was 95.53 cents in 1982, down 4.7 percent from 1981.

(Gallons consumed shown in thousands)

	FUEL CONSUMED				Average Cost Per Gallon (cents)
	United States	Eastern District	Southern District	Western District	
1953 ...	2,980,007	1,034,582	481,205	1,464,221	9.69
1957 ...	3,535,849	1,260,582	549,518	1,725,749	10.25
1961 ...	3,382,016	1,158,466	537,814	1,685,734	9.27
1964 ...	3,630,332	1,207,586	595,363	1,827,383	8.84
1965 ...	3,742,370	1,265,915	607,622	1,868,833	9.10
1968 ...	3,922,492	1,290,356	650,144	1,981,991	9.94
1969 ...	3,924,055	1,225,742	663,793	2,034,519	10.17
1970 ...	3,807,663	1,130,924	674,017	2,002,724	10.73
1971 ...	3,822,907	1,231,596	666,713	1,924,599	10.88
1972 ...	3,996,985	1,197,874	688,271	2,110,840	10.97
1973 ...	4,160,730	1,192,481	727,088	2,241,161	13.49
1974 ...	4,175,375	1,187,551	775,771	2,212,053	26.59
1975 ...	3,736,484	1,060,814	657,305	2,018,365	30.00
1976 ...	3,895,542	1,071,391	690,561	2,133,591	32.38
1977 ...	3,985,069	1,037,533	727,841	2,219,696	36.38
1978 ...	3,968,007	976,233	722,816	2,268,958	37.90
1979 ...	4,072,187	1,014,686	731,528	2,325,974	57.58
1980 ...	3,943,574	875,932	717,360	2,350,281	83.00
1981 ...	3,756,439	819,123	687,042	2,250,273	100.22
1982 ...	**3,152,123**	**695,282**	**570,210**	**1,886,631**	**95.53**

STATISTICS OF NATIONAL RAILROAD PASSENGER CORPORATION (AMTRAK)

Item	1982	1981
PLANT AND EQUIPMENT:		
Net investment *	$2,674,380,000	$2,257,698,000
Passenger-train cars	1,929	1,830
Locomotive units	396	385
Average Miles of Road Operated	23,594	23,775
Capital Expenditures	$ 510,422,000	$ 405,296,000
TRAFFIC:		
Passenger revenue *	$ 406,782,000	$ 412,626,000
Revenue passengers carried	18,177,534	19,418,451
Revenue passenger-miles (000)	3,992,912	4,397,279
Averages		
Revenue per passenger	$22.38	$21.25
Revenue per passenger mile	10.188¢	9.384¢
Trip per passenger (miles)	219.66	226.45
OPERATIONS:		
Passenger-train miles	28,833,486	30,379,748
Passenger-train car-miles	217,385,000	222,753,000
FINANCIAL RESULTS *		
Operating revenues	$ 514,383,000	$ 512,348,000
Operating expenses	1,109,008,000	1,160,098,000
Net railway operating income	(706,770,000)	(759,588,000)
Ordinary income **	(762,936,000)	(299,946,000)
Net working capital	123,436,000	(3,169,000)

(Parentheses indicate deficit.)

* Not included with similar data for Class I railroads.

** Ordinary income in both years reflects the inclusion of Federal grants in other income.

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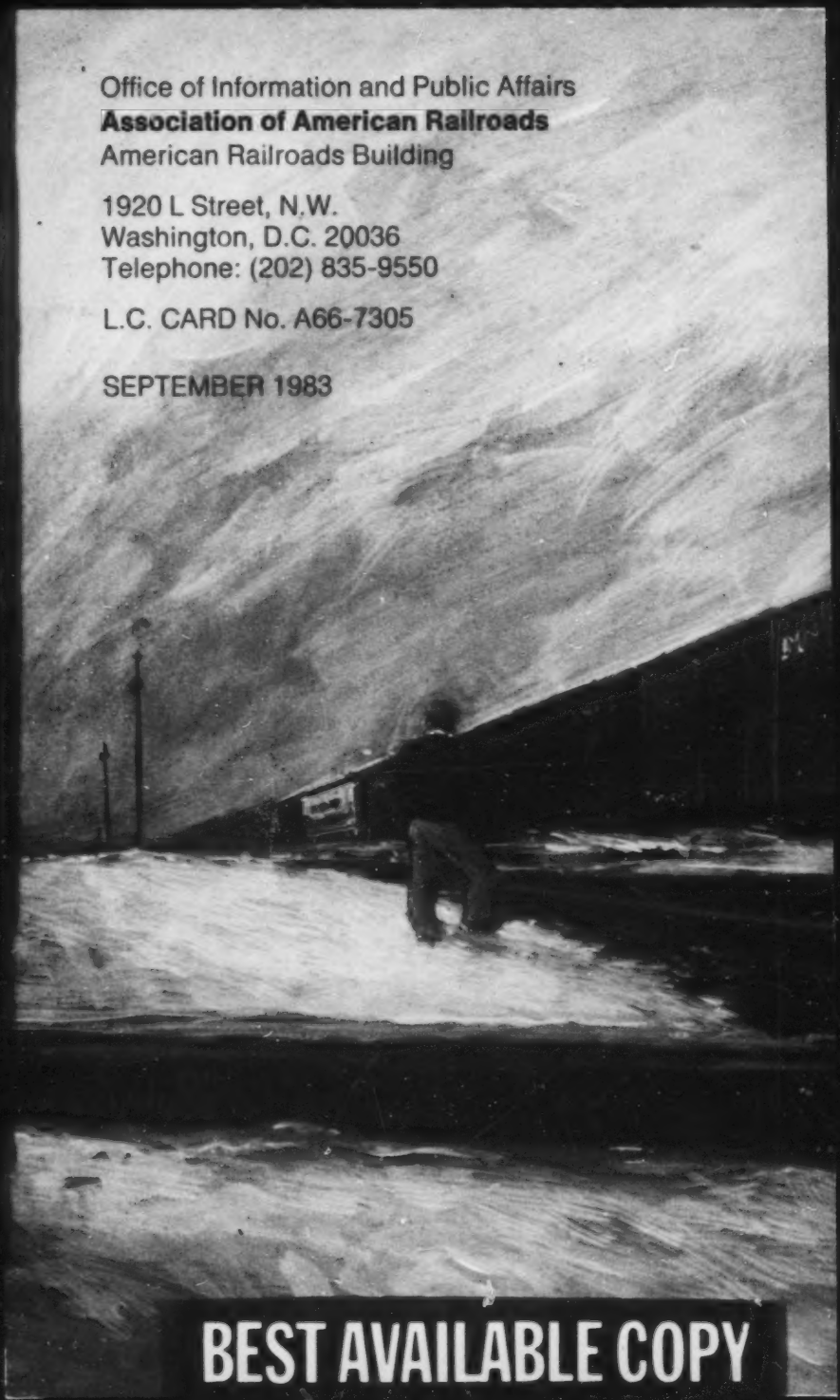

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